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LAND USE SURVEY AND ANALYSIS AND LAND DEVELOPMENT PLAN



BISCOE, NORTH CAROLINA

ABSTRACT

TITLE: Land Use Survey and Analysis and Land Development Plan, Biscoe, North Carolina

AUTHOR: State of North Carolina, Department of Local Affairs, Division of Community Planning

SUBJECT: Existing use of land
Analysis of land use relationships
Plan for future land development

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ABSTRACT: In the Land Use Survey and Analysis section of this report, information on the characteristics of the planning area is collected and analyzed. Patterns and trends in land use are noted, as are the effects of conflicting land uses. The quality and extent of utility service is discussed, and the condition of housing in the area is analyzed.

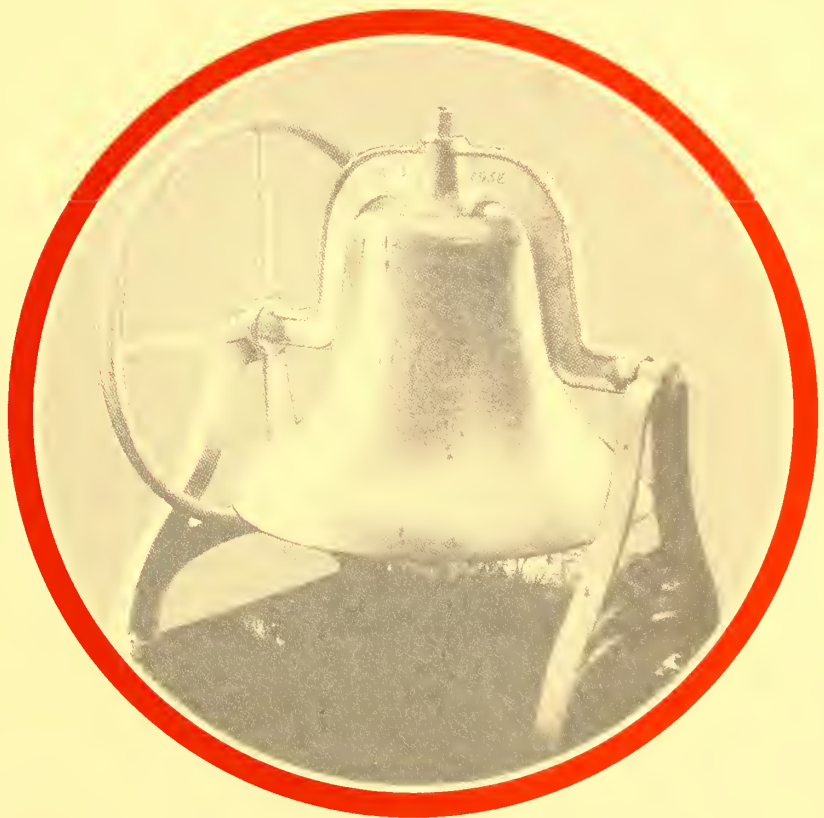
The Land Development Plan section of the report is based upon the information gained in the above section. The plan for future land development is described and suggestions are made for improvement of the central commercial area, the street system and public facilities. Means of implementation are described in the summary.



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LAND USE SURVEY AND ANALYSIS AND LAND DEVELOPMENT PLAN



BISCOE, NORTH CAROLINA

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TOWN OF BISCOE, NORTH CAROLINA

J. David Monroe, Mayor

Board of Commissioners

Nelson Foushee
Leslie Kellam
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Planning Board

Oscar Stevens, Chairman
D. C. Deaton, Jr.
Robert Harris
C. E. Sedberry

Jonah Greene
Cecil Reynolds
J. R. Stewart
Cecil Williams

Technical Assistance Provided By

STATE OF NORTH CAROLINA
DEPARTMENT OF LOCAL AFFAIRS
DIVISION OF COMMUNITY PLANNING

George J. Monaghan, Administrator

Lee S. Downie, Director, Central Area Office
John H. Sutton, Project Planner
Alfred B. Oliver, Draftsman
James E. Kivett, Draftsman
Elizabeth V. Broome, Secretary

MARCH, 1970

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PREFACE

The process of urbanization is changing the face of North Carolina. Problems and readjustments are an inevitable part of this change. Some of these factors can be resolved by local citizens and governmental units without too much difficulty. Other factors require considerable study and planning before effective measures of correction can be undertaken. Unfortunately, the lack of money and technical assistance has prevented most small municipalities and counties from engaging in long range planning.

Realizing this dilemma, our Congress provided means for overcoming this obstacle. Section 701 of the Federal Housing Act of 1954, as revised, now provides the necessary financial assistance. The State of North Carolina, through the Division of Community Planning, assures the necessary technical assistance by assigning qualified Community Planners.

The Town of Biscoe has become increasingly aware of the effects of this process of urbanization. The town is now faced with a four hundred and fifty thousand dollar upgrading of its sewerage system just to meet the needs of the present population. The existing system, which is badly overloaded, is polluting streams from which adjacent communities are obtaining their water supply.

Efforts to solve this and other problems resulted in contacts being made for Federal assistance, and for planning assistance by the Division of Community Planning. On May 3, 1968, Biscoe's application for planning assistance was approved and funded by the Federal government's Atlanta Office of the Department of Housing and Urban Development. A contract was executed between the Town of Biscoe and the North Carolina Department of Conservation and Development acting through its Division of Community Planning. The contract called for the following elements to be completed over a two-year period:

Base Mapping
Land Use Survey and Analysis
Land Development Plan
Community Facilities Plan
Zoning Ordinance

At a meeting of the Biscoe Board of Commissioners on January 14, 1969, a Planning Board was appointed and charged with the responsibility of developing long range plans for the Biscoe Planning Area. The planning area includes the entire incorporated area of Biscoe plus all the surrounding area within one mile of the town limits, as authorized by North Carolina General Statutes. The law requires an equal number of representatives from these two segments of the area. Therefore, five members were appointed from within the town, and five were chosen from the one mile extraterritorial area. The latter were appointed by the Montgomery County Board of Commissioners.

The Biscoe Area Planning Board began organizational procedures on January 30, 1969. At meetings on February 27 and March 13 they completed the development and adoption of by-laws and began development of planning objectives and goals for the Biscoe Planning Area. The following report is a result of the work of the Planning Board and the assisting Community Planner.

The objectives to be served by this report are as follows:

1. To provide an authoritative and detailed reference on the important developmental conditions now in existence in the Biscoe Planning Area; and
2. To outline future policy guidelines that will enable Biscoe and its one mile extraterritorial area to develop in such a manner as to achieve a high degree of stability, beauty and prosperity for its citizens to enjoy.

The first objective is served by presenting the results of several surveys and analyses in the form of maps, tables, charts and text. Pertinent facts are compiled on the regional setting, the population and economy, the way the land is being used at present, and other existing situations of importance to those

who would understand the true nature of the Biscoe Planning Area and its future potential.

The Land Development Plan portion of this report outlines how the second of the above objectives is to be realized. The best locations for present and future residential, commercial, industrial, public and semi-public growth are indicated on a map and the reasons for these proposals are explained in the accompanying text; a sketch thoroughfare plan is included, proposing the best ways to improve traffic circulation and best serve the above land uses. A series of policy recommendations for implementation of the plan are outlined.

THE PLANNING AREA





BISCOE

NORTH CAROLINA



REGIONAL SETTING

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THE PLANNING AREA

REGIONAL SETTING

The Town of Biscoe is located near the mid-point of the eastern boundary of Montgomery County. This places it just within the southeastern edge of the Piedmont Region of North Carolina.

As the accompanying map indicates, Biscoe is within easy driving distance of Asheboro to the north, Sanford to the east, Rockingham to the south, and Albemarle to the west.

Troy, the county seat and largest municipality of Montgomery County, is located seven miles to the west of Biscoe. Star, to the north, is Biscoe's nearest neighbor. Their town limits are less than two miles apart.

The Greensboro-High Point metropolitan area is approximately fifty miles to the north of Biscoe. Charlotte, the largest city in North Carolina, is about seventy miles to the west; and Raleigh, the State Capital, is eighty-five miles to the northeast.

TRANSPORTATION

The most heavily traveled highway in Montgomery County is U. S. Highway 220. It runs through the eastern edge of the county, in a north-south direction, along the top of a large ridge (see TOPOGRAPHY AND GEOLOGY, page 2). This highway connects Rockingham to the south with Greensboro to the north, and continues on into Virginia. U. S. 220 runs through the center of Biscoe, paralleling the Norfolk Southern Railroad.

N. C. Highway 24-27 runs in an east-west direction through Montgomery County. This highway also carries a heavy volume of traffic, from Morehead City to Charlotte and points west. It passes through the northern end of Biscoe's business district, crossing U. S. 220 at that point.

No Interstate Highway or Four-Lane Intrastate Highway comes near Biscoe or Montgomery County. Relocation and improvement of

U. S. Highway 220 is being considered by the State Highway Commission. Improvement of N. C. Highway 24-27 is also under consideration.

Railway freight and express service is available in Biscoe through a branch line of the Norfolk Southern Railroad. This line leaves the main line at Star and runs southward through Biscoe and Candor to Aberdeen. One freight train serves this area, making one round trip daily. Passenger service has been discontinued for years.

Commercial airline service is available at Charlotte, Greensboro-High Point and Raleigh-Durham. Montgomery County now has a 3500' paved and lighted airstrip, located between Biscoe and Star. It is capable of handling private airplanes and some of the smaller commercial airplanes.

TOPOGRAPHY AND GEOLOGY

The landscape of eastern Montgomery County and the Biscoe area is gently rolling and is dissected by numerous small and intermittent streams. A large ridge, upon which Biscoe is situated, extends longitudinally through the eastern edge of Montgomery County. This ridge divides the Cape Fear Drainage Basin from the Yadkin-Pee Dee Drainage Basin. This ridge exceeds six hundred and twenty feet above sea level at some points within the corporate limits of Biscoe.

The Biscoe area lies within the Carolina Slate Belt section of the Piedmont. The area is underlain by rocks of the volcanic slate series. These rocks generally are dense, contorted, and contain well-developed fracture systems.

SURFACE AND GROUND WATER

Since Biscoe is located on a broad ridge, there are no permanent streams flowing through the town. However, numerous stream valleys extend in a finger-like fashion into the town. Many of these drainageways carry water only during heavy rainfall and during wet seasons of the year.

The nearest water course of any size is Little River, located approximately three miles west of the town limits. Biscoe obtains its municipal water supply from this river. Deep River is located about sixteen miles to the northeast of Biscoe. Badin Lake and Lake Tillery, power dam impoundments on the Yadkin-Pee Dee River, lie about eighteen miles to the west of Biscoe.

Ground water is generally available throughout the area. Wells must be drilled, generally, since most of the county is underlain by rock. The average depth for a good yield of water is approximately 200 feet. Throughout this slate belt section of the county, in which Biscoe is located, yields of up to fifty gallons per minute can be obtained if the wells are located properly. Ground water from this slate aquifer is slightly acidic, soft or only moderately hard, and sometimes high in iron content.

The Town of Star is the only municipality obtaining water from wells. Two municipal wells augment the main supply which is purchased from Biscoe and transported via an 8-inch line along U. S. Highway 220.

SOILS¹

Soils in the Biscoe Planning Area are derived primarily from felsic volcanic rock. These soils are commonly known as "Carolina Slates". They are fine textured silt loams and silty clay loams. Generally, these soils contain quartz fragments ranging from 2 millimeters up to $1\frac{1}{2}$ " in size. Occasional rock outcrops and large boulders appear on knobs and sharp slope breaks. "Slopes range from nearly level to moderately steep (0-25%); however, the great majority is less than 7%."

"The dominant soil series have been combined into Soil Associations. A Soil Association consists of those soil series that make up the major portion of a specified area. These series

¹ Data in this section was obtained from a General Soil Interpretation and General Soil Map for the Biscoe Area prepared by Mr. S. H. Hearn, Soil Scientist and the Soil Conservation Service assisting the Montgomery Soil and Water Conservation District. Quotation marks indicate direct quotes from this source.





BISCOE NORTH CAROLINA



THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED BY THE U.S. DEPARTMENT OF AGRICULTURE
AND THE U.S. DEPARTMENT OF THE INTERIOR
AND THE U.S. DEPARTMENT OF COMMERCE
AND THE U.S. DEPARTMENT OF THE ARMY
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AND THE U.S. DEPARTMENT OF THE LABOR
AND THE U.S. DEPARTMENT OF THE TRANSPORTATION
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AND THE U.S. DEPARTMENT OF THE LABOR
AND THE U.S. DEPARTMENT OF THE TRANSPORTATION
AND THE U.S. DEPARTMENT OF THE WAR

GENERAL SOILS AND DRAINAGE MAP

SOILS

-  HERNDON - GEORGEVILLE ASSOCIATION
-  ORANGE (VARIANT) - ORANGE - ENON ASSOCIATION

DRAINAGE

-  MAJOR DRAINAGE CHANNELS
-  NATURAL DRAINAGE

are dissimilar in one or more major characteristics. Other series within the association are treated as inclusions."

The accompanying General Soil Map shows the location of the Soil Associations in the Biscoe Planning Area. A description of these two associations appears below:

I. Herndon-Georgeville Association: "Gently sloping to moderately steep; deep; well drained upland soils with a yellowish-brown to yellowish-red silt loam surface layer underlain by a yellowish-brown to red, friable to firm silty clay loam subsoil."

The percent of each soil in the makeup of the association is shown on the Soil Suitability Chart on page 7.

"Slope range is from 2-25% with the majority being less than 7%. Erosion is moderate with some small areas of severe."

"These soils occupy the higher, broader ridge-tops of the area." Their suitability for various urban uses, for agriculture and forestry, is shown on the Soil Suitability Chart appearing on page 7.

II. Orange (Variant)-Orange-Enon Association: "Nearly level to moderately steep; moderately deep; well to moderately well drained upland soils with a light gray to light yellowish-brown silt loam surface layer underlain by a strong brown to yellowish-brown, plastic to very plastic, silty clay loam to clay subsoil."

Orange (variant) is moderately well drained and has a yellowish-brown, friable to firm, silty clay loam upper subsoil. The clay lower subsoil, very plastic and slowly permeable, contains mottles of gray (evidence of excess water). The shrink-swell ratio is high.

Orange is quite similar to the above soil. The silty clay loam upper subsoil is absent, however. Thus the entire solum is shallower and the evidence of excessive water (gray mottles) is nearer the surface.

"Enon is well drained with a strong brown, plastic silty clay loam to clay subsoil. There is no evidence of excess water. Permeability is slow. Shrink-swell ratio is high."

The major inclusions in this Association are Colfax and Herndon (slaty). This slaty Herndon is shallower than the Herndon found in Association I. The surface layer generally contains 10-20% flat slate fragments.

The percent of each soil in the makeup of this Association is shown in the Soil Suitability Chart on page 7.

"The Orange soils occupy the lower flatter areas with the Enon and Herndon soils being on the steeper slopes. The Colfax is moderately well to somewhat poorly drained, is slowly permeable and is found in depressed areas and along drainageways. Large, massive, basic rocks are often found in the Enon areas."

"The slope range of the Orange (variant), Orange and Colfax is from 0-10% with the majority being less than 6%. Enon and Herndon range from 2-25% with the great majority being less than 10%."

"Erosion is the major hazard on slopes above 2%. Where slopes are less than 2% on the Colfax and Orange soils, excess surface and sub-surface water is the major problem during and following periods of heavy rainfall."

Suitability of these soils for various urban uses, for agriculture and forestry, is shown on the Soil Suitability Chart appearing on page 7.

"The 'blue' lines on the General Soil Map designate the major drainage pattern. There are many minor drainageways which cannot be shown at this scale. The lands in and immediately adjacent to this pattern compose the 'floodplain'. It is quite variable in width, but is made up of soils that are wet and/or subject to flooding. These conditions place severe limitations on the use of this land for purposes other than a surface water disposal system and/or certain agricultural and woodland uses."

SOIL SUITABILITY CHART

	HERNDON-GEORGEVILLE ASSOCIATION					ORANGE(VARIANT)-ORANGE-ENON ASSOC.				
	40% Herndon	35% George- ville	25% Inclusions		45% Orange (Variant)	20% Orange	15% Enon	20% Inclusions		
			Orange (Variant)	Colfax				Enon	Colfax	Herndon (Slaty)
Industry*	Fair	Fair	Poor	Poor	Poor	Poor	Poor	Poor	Fair	
Commerce*	Fair	Fair	Poor	Poor	Poor	Poor	Poor	Poor	Fair	
Residences	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	Fair	
Basements	Fair	Fair	Poor	Poor	Poor	Poor	Poor	Poor	Fair to Poor	
Septic Tanks	Fair	Fair	Poor	Poor	Poor	Poor	Poor	Poor	Fair to Poor	
Recreation	Good to Fair	Good to Fair	Fair to Poor	Poor	Fair to Poor	Fair to Poor	Fair to Poor	Poor	Fair	
Street and Road Beds*	Fair	Fair	Poor	Poor	Poor	Poor	Poor	Poor	Fair	
General Agriculture	Good	Good	Fair to Poor	Poor to Fair	Poor to Fair	Fair to Poor	Fair to Poor	Poor to Fair	Fair	
Forestry: Adapted Trees	Good	Good	Fair to Good	Good	Fair to Good	Fair to Good	Fair to Good	Good	Good to Fair	

* Land can be developed for these purposes, even though classified as "Poor", but additional construction costs could be rather substantial.

CLIMATE

The North Carolina Division of Research Stations and the United States Weather Bureau jointly maintain a temperature and rainfall observation station in the southeastern corner of Montgomery County, at the Sandhills Research Station. This observation station is located five miles west-northwest of Jackson Springs and only about ten miles south of Biscoe.

The climate of the Biscoe Planning Area is principally determined by the latitude. It is modified by its location in the interior of an east coast state and by the elevation, approximately 600 feet above sea level. The area is protected from the severity of continental winters by the Appalachian Mountains which run in a northeast-southwest direction across western North Carolina and Virginia. The cold air masses that sweep out of Canada and across the midwestern states are blocked by this mountain system. When they do manage to break over this barrier the cold is somewhat modified before reaching the Biscoe area.

A tabulation of temperature and precipitation averages at the above station over a thirteen year period (1953-1965) reveals the following facts:

Precipitation (including melted snow and sleet) averages 46.65 inches per year. It is fairly well distributed throughout the year. The heaviest amounts fall during June, July and August, generally in the form of afternoon thunder-showers. July has been the wettest month over the thirteen year period, averaging 5.64 inches. November has been the driest month, with an average precipitation of only 2.83 inches. Snows in the area occur only occasionally, about once or twice per winter month (December-February). The average snow depth is about 4.5 inches, with occasional snows of a foot or more in depth. These snows generally remain on the ground for only a short period.

The annual temperature has averaged 60.2 degrees F. over the thirteen year period. The average temperature for January, the coldest month, is 40.4 degrees; and for the warmest month, July, it is 78.2 degrees.

The summer afternoon thundershowers are a source of relief from the heat. Occurring on an average of one third of the days in summer, they may cause the temperature to drop as much as ten to twenty degrees in just a few minutes time.

The elevation of this weather observation station is 730 feet above sea level. Biscoe, being on the average about 130 feet lower in elevation, could have temperatures several degrees higher than these averages at the station.

The length of the frost-free growing season in the Biscoe area is approximately 214 days. The first freeze in the fall generally occurs around November 5 and the last freeze in the winter around April 6. The ground freezes occasionally during the winter, but seldom remains frozen for any length of time. The depth of the freeze seldom exceeds a few inches.

Prevailing winds in the Biscoe area are from the southwest most of the year. During September and October, however, they often shift to northeasterly winds.

All of the above factors combine to create a rather mild climate in the Biscoe Planning Area. The climate is generally conducive to high worker productivity and lower construction, heating, and maintenance costs, making the area more attractive to industry. The climate is also favorable for the growing of a fairly wide range of crops, for raising livestock and poultry, and for growing adapted trees for lumber and pulpwood.

HISTORY

The first known colonists in Montgomery County were probably Creek Indians. A small group left their homelands in the northern portions of Georgia and Alabama around 1500-1550 A.D. and migrated up into the southeastern portion of the Piedmont area of North Carolina. They finally found a very desirable site where a small creek flowed into what is now known as the Little River. This location is now on the southern boundary of Montgomery County.

This Indian colony flourished, and descendants of the original group started other settlements in the surrounding area. At one time there were ten different settlements and around 2,000 people. Evidence indicates that these people enjoyed a century or more of prosperity and peace.

Around 1675 A.D. these settlers mysteriously left the region. Town Creek Indian Mound, now maintained as a tourist attraction by the Department of Archives and History of the State of North Carolina, has yielded quite a bit of archeological evidence from which a record of these early settlers has been compiled.

This area was used by Indians of a different tribe following the disappearance of these first known settlers. Some of the latter Indians were still in the area on up into the 19th Century.

Settlers of English, Scotch and Welsh ancestry came into the Montgomery County area from older settlements along the east coast. They settled along the watercourses, cleared land, and began to grow such crops as corn, wheat, flax, fruits, and vegetables. They also raised sheep, hogs and cattle. Tobacco was grown later, both for home consumption and for market.

The first blacks in the area were probably brought in as slaves by a few of the larger landowners in the late 18th Century.

By 1779 the population had increased to such a point that a new county was created from a portion of Anson County. This new county was named Montgomery after the Revolutionary War General Richard Montgomery, who died in the Battle of Quebec. Continual growth required another division of the area. In 1841 that portion of Montgomery County west of the Yadkin-Pee Dee River was taken to form Stanley County.

In its early days, the Town of Biscoe was known as Filo. The Page family owned and operated the Page Lumber Company at Filo. This family also owned the Aberdeen and Asheboro Railroad which passed through Filo. The Pages shipped lumber from Filo to a commission merchant in Philadelphia, Major Henry Biscoe. In

1895 they had the name of the community changed to Biscoe in honor of their client.

The Town of Biscoe was incorporated on January 29, 1901, by the North Carolina General Assembly. The point of reference for establishing the town limits was the center of the passenger station of the Aberdeen and Asheboro Railway. The town was laid out as a perfect square with each of the four sides being one half mile from the reference point. Thus the town was exactly one square mile in area.

In 1912 the Aberdeen and Asheboro Railroad was purchased by the Raleigh, Charlotte and Southern Railroad Company. During 1912 and 1913 all of this company's holdings were conveyed to the Norfolk Southern Railway Company. Biscoe was designated as headquarters for repairs on all trains operation west of Raleigh. These repair facilities employed about one hundred people. Several engines were in and out daily for repairs and several were stored in the shops at all times. Track space was also available in the shifting yards for storage of more than one hundred box cars and passenger cars. A "Y" shaped section of track was laid out for reversing the direction of trains. The arms of the "Y" section merged into the main line at points a few hundred feet above and below the passenger station. The long base of this "Y" section paralleled what is now N. C. Highway 24-27 West for approximately a mile. A roundhouse and water tower were located near the passenger station. The Railroad Company also owned about ten additional acres of land and 31 dwellings.

Four passenger trains and six freights operated daily through Biscoe. The town became an important pulpwood loading center.

Today, about all that remains of this bustling activity is the main rail line, the pulpwood loading area, and the old passenger station now serving as the Railway Express Depot. Passenger service was discontinued over twenty years ago; and only one freight train makes the run on the main rail line.

Biscoe claims the first chartered high school in North Carolina. This school was established in 1906. A brick building

containing four classrooms and an auditorium was constructed in 1908 with only a few thousand dollars and volunteer labor. This structure is still being used as a part of the Biscoe Elementary School. For years this was the only high school between Aberdeen and Asheboro. Students came from as far away as twenty miles to attend, traveling in on the morning train and back on an afternoon one. The school was the hub of entertainment for the entire area. The citizens supplemented the teachers' salaries by putting on plays at the school. On such occasions special trains were run from the surrounding towns.

The tradition of good schools in the area is being maintained. Biscoe Elementary School, now serving over four hundred students, occupies the old high school facilities, which have been remodeled, and a new ten classroom addition just completed. The principal of this school is a native of Biscoe.

In 1960 a modern consolidated East Montgomery High School was constructed just south of the Biscoe town limits. This school serves over six hundred students, including those from the Biscoe area.

When the original Biscoe High School building was remodeled, the old school bell was removed and preserved. It now stands next to the Town Hall. This bell is incorporated in the design for the covers of this and other Biscoe Planning Area reports.

Biscoe's growth has been continuous. The first census after Biscoe's incorporation, the 1910 U. S. Census, lists the town's population as 697. The 1960 U. S. Census shows Biscoe with a population of 1,053. A more detailed report of the population growth is contained in a separate section of this report.

Biscoe's town limits have been extended by two annexations. The first annexation occurred on March 5, 1913, extending the lower boundary one quarter of a mile further south. The second annexation took place on October 3, 1966. An irregular shaped area about forty acres in size, and including the Montgomery Nursing Home, was added at the northwest corner of the corporate limits. Some commercial and residential development is spreading out along the highways and streets leading out of Biscoe. In

order to provide town service to these areas, and to insure more orderly development, annexation by the town may be necessary.

The Biscoe Planning Area has potential for growth and development. If the people of the area will plan and work together for the good of the entire region, this potential can be realized.

POPULATION TRENDS AND PROJECTIONS

For effective long-range planning, population changes for the Biscoe Planning Area during the next twenty years must be projected. Past trends correlated with present population and socio-economic conditions are the bases for such a projection.

TABLE 1: POPULATION 1910-1960 WITH PERCENT INCREASE PER DECADE

Political Division	1910	1920	% Inc.	1930	% Inc.	1940	% Inc.	1950	% Inc.	1960	% Inc.
Montgomery County	14,967	14,607	-2.4	16,218	11.0	16,280	0.4	17,260	6.0	18,408	6.6
Biscoe Township	3,416	3,635	6.4	4,222	16.1	4,432	5.0	5,671	28.0	5,914	4.3
Biscoe	697	755	8.3	819	8.5	843	2.9	1,034	22.7	1,053	1.8

Since its incorporation in 1901, the Town of Biscoe has experienced continuous but rather erratic growth. Its population increased from 697 in 1910 to 1,053 in 1960. The slowest rate of growth, 1.8 percent, occurred between 1950 and 1960. The fastest growth, an increase of 22.7 percent, took place between 1940 and 1950.

Over the fifty year span from 1910 to 1960, Biscoe grew faster than Montgomery County but slower than Biscoe Township as a whole. However, during the decade 1950-1960, Biscoe's growth rate of only 1.8 percent was below that of the county and the township. Its growth rate was well below the 12.2 percent for North Carolina.

A comparison of birth and death rates as shown in Table 2 reveals that from the standpoint of natural increase in population (excess of births over deaths) the growth rates for Montgomery County and North Carolina should have been about equal. Assuming that the county's rates apply to Biscoe, then

Biscoe's population should also have increased by approximately 12 percent between 1950 and 1960.

TABLE 2: COMPARISONS OF BIRTHS AND DEATHS (PER 1,000 POPULATION)

		1951	1952	1953	1954	1955	1956	1957	1958	1959	1960
BIRTH RATES	North Carolina	26.9	26.7	26.5	26.9	26.7	26.6	25.7	24.8	24.5	24.1
	Montgomery County	27.8	28.0	28.2	26.9	27.9	27.9	26.3	25.3	24.6	23.0
DEATH RATES	North Carolina	7.6	7.7	7.5	7.4	7.5	7.6	7.9	8.0	7.9	8.4
	Montgomery County	8.1	7.0	7.2	7.0	7.9	8.6	10.1	8.4	9.0	10.3

Since Biscoe's population actually increased by only 1.8 percent, we deduce that there was a sizable outmigration of people from the town. The county and township also suffered an outmigration. The nature of this outmigration of people can be determined by a study of Tables 3 and 4 below. Table 3 would seem to indicate that Biscoe's outmigration was predominantly of white males. Table 4 sheds new light on this matter.

TABLE 3: BREAKDOWN AND COMPARISON OF BISCOE'S POPULATION
FOR 1950 AND 1960 BY RACE AND SEX

Year	Total Population	White	Black	Other	Male	Female
1950	1,034	913	121	0	520	514
1960	1,053	881	168	4	509	544
Change	+19	-32	+47	+4	-11	+30

Table 4 shows that the birth rate of blacks was almost double that for whites, while the death rate was only slightly higher. This means that the natural increase in the black population has been much greater, comparatively, than that of the whites. Again assuming that county data is comparable to that of Biscoe, there was a considerable outmigration of black citizens also.

TABLE 4: BIRTH AND DEATH RATES (PER 1,000 POPULATION) BY COLOR
IN MONTGOMERY COUNTY 1951-1960

	Year	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960
WHITE	Birth Rate	23.1	25.4	23.5	23.4	21.9	23.2	20.9	21.5	20.7	18.5
	Death Rate	7.5	6.1	7.0	6.5	6.9	8.4	9.5	8.3	8.4	10.2
BLACK	Birth Rate	43.4	37.0	44.0	33.8	48.2	43.5	44.5	38.5	37.7	36.6
	Death Rate	10.0	10.2	7.7	8.6	11.3	9.3	12.2	9.0	10.7	10.7

Statistics on outmigration from North Carolina by age groups and by color show that the greatest loss by outmigration took place among whites between the ages of 20 and 34, and among blacks between the ages of 20 and 39. This means that the Biscoe Planning Area is probably losing a large portion of its young adult population. Such a trend, if allowed to continue, will have great influence upon the nature of the labor force available and the characteristics of the future population. The better educated and more highly skilled young adults needed to draw higher paying industries will not be present. The population will be made up more and more of older people.

Based upon the preceding data, and using accepted population projection methods, the following population projections are made for the Biscoe Planning Area.

TABLE 5: POPULATION PROJECTIONS FOR THE 20 YEAR PLANNING PERIOD

	Montgomery County ¹	Biscoe ²	One Mile Fringe Area ²	Biscoe Planning Area
1960	18,408	1,053*	882**	1,935
1970	20,204	1,148	920	2,068
1980	22,000	1,277	1,036	2,313
1990	24,750	1,370	1,167	2,537

¹ Obtained and interpolated from N. C. County Population Projection Developed by the N. C. Social Science Advisory Committee, 1968.

² Determined by the Geometric Projection Method.

* 1960 U. S. Census.

**Number of housing units in fringe area multiplied by number of people per unit from 1960 U. S. Census data.

By the end of the 20 year planning period, around 1990, Biscoe will probably have a population of about 1,370. The one mile fringe area should have about 1,167 people. This will make the population of the Biscoe Planning Area 2,537 in 1990.

Careful planning and implementation must begin now if this anticipated population is to be adequately provided for.

PART 1

SURVEY AND ANALYSIS
OF EXISTING LAND USE



PART I
SURVEY AND ANALYSIS OF EXISTING LAND USE

INTRODUCTION

One of the principal goals in planning for future growth is the wise use of urban land. In order to plan effectively, it is necessary to discover what has happened in the past and what the conditions are at present.

Many of the existing land uses in the Biscoe Planning Area should be maintained in the future. Certain trends will cause some use changes almost automatically. A few changes may require encouragement. New land will also be converted to urban use. As these changes take place the visual and functional image of Biscoe and its environs will change. By planning for such change now, Biscoe can develop into a town that will not only be a more pleasant place to live, but will also provide a more functional and economical environment.

The data included in this section of the report will provide some of the basic information necessary for planning wisely for the future.

METHODOLOGY

The planner in charge conducted a land use survey of the Biscoe Planning Area in December, 1968. Each parcel of property within the town limits and each tract of land in the one mile fringe area was inspected by means of a "windshield" survey. Parts of the central business area were covered on foot. The specific use to which the land was being put was recorded on the base map. The base map lacked lot lines because there are no tax maps providing such information. This lack greatly hampered efforts to obtain accurate land use. Information gained from studying aerial photographs and observations in the field helped to make up for the lack of exact property lines.

The data compiled herein provides information on the total amount of developed land, the relative importance of each use in

the planning area, the patterns and relationships of the major land uses, and the amount of land devoted to each use.

This data is presented graphically on the Existing Land Use Map on page 20. The location and relationship of various land uses in the town and within the one mile fringe area can be seen at a glance. A more detailed description and analysis appears in the accompanying charts and text.

LAND USE CATEGORIES

In order to facilitate the recording and analysis of land use in the Biscoe Planning Area, existing uses were grouped, according to their functional characteristics, into seven major categories: Residential, Business, Services, Industry, Public and Semi-Public, Transportation, and Agricultural and Undeveloped. A brief definition of each category follows:

Residential -- Structures housing one or more families or households, including one family and multi-family dwellings, apartments, and mobile homes.

Business -- Establishments selling commodities to the general public:

- . . Primary -- low bulk comparison and specialty items -- drugstores, grocery stores, department and variety stores, clothing and hardware stores;
- . . Secondary -- usually high bulk items -- furniture and appliances, stores, automobile and mobile home dealers, farm implement and machinery dealers, and building supply concerns.

Services -- Establishments of a business character which supply general needs of an intangible nature to the public:

- . . Business (including Professional and Consumer) -- services pertaining to the person for his immediate use -- banks, doctor's office, insurance agency, restaurants, barber and beauty shops, and nursing home;

- . . Repair (including Automotive) -- maintenance or restoring to working condition of man's mechanical gadgets -- garages, auto body shops, bicycle repair shops, tire recapping concerns and appliance repair shops;
- . . Entertainment -- primarily for commercial benefit -- drive-in theater.

Industry -- Establishments necessary for the creation of products or the making of goods for human wants:

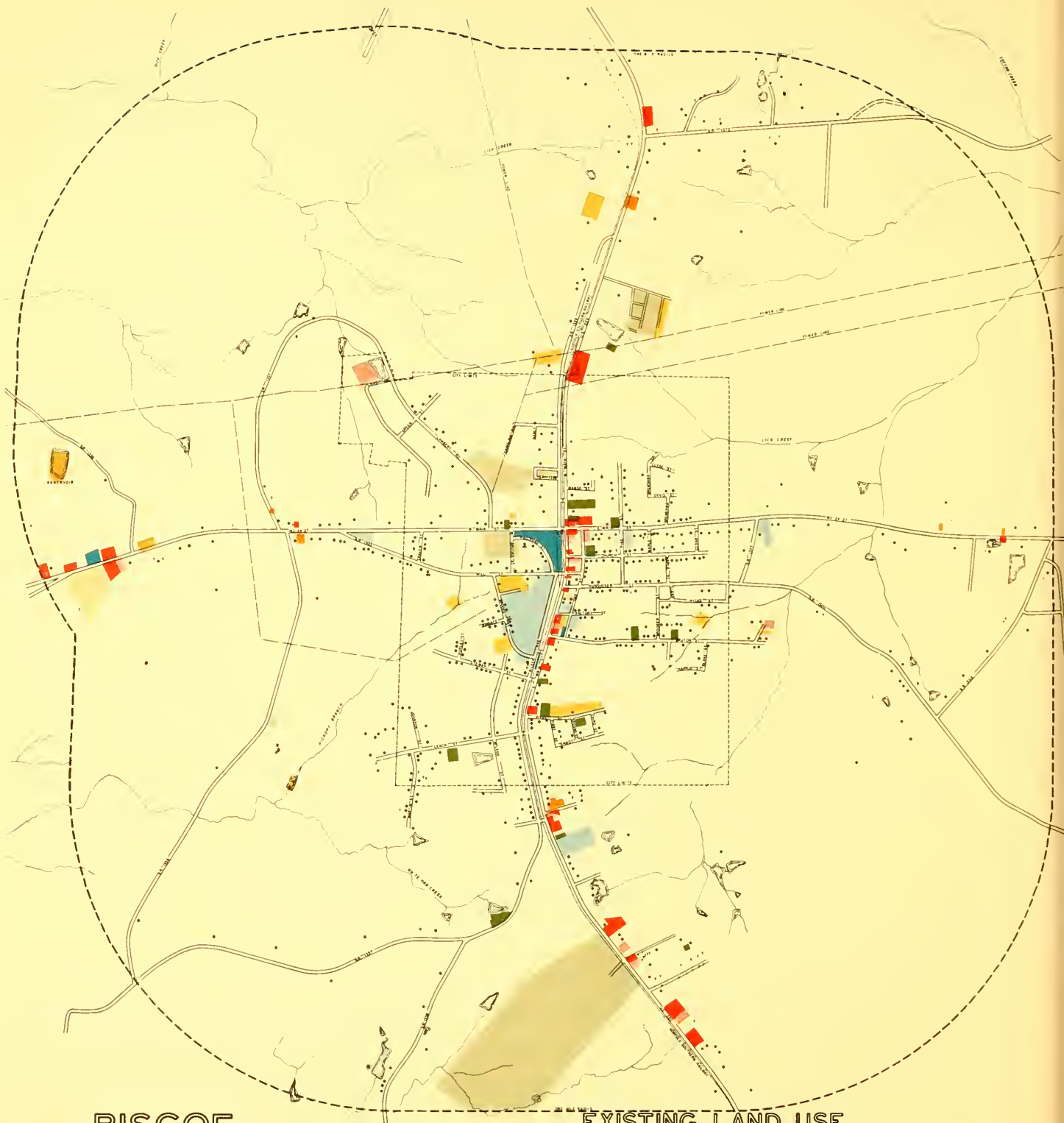
- . . Manufacturing -- textile plants, garment plants, furniture plants, foundries and machine shops;
- . . Manufacturing Services -- pulpwood storage and loading and ready mixed concrete operations;
- . . Utilities and Open Storage -- water and sewage treatment plants, power substations, communications towers, water tanks, outdoor storage of equipment and supplies, junk yards, and the town dump.

Public and Semi-Public -- Land and structures used by and belonging to governmental units, public agencies and non-profit organizations:

- . . Public -- Town Hall, Fire and Police Stations, post office, public schools, library, and community recreation facilities;
- . . Semi-Public -- churches, scout hut, and fraternal lodges.

Transportation and Communication -- This category covers the systems that are used to transport people, goods, and power -- streets and roads, railroads, and major transmission lines.

Agricultural and Undeveloped Land -- This category covers all land not devoted to urban uses designated in the preceding six categories.



BISCOE NORTH CAROLINA



THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A GRANT FROM THE DEPARTMENT
OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN
PLANNING AND DESIGN PROGRAM. AUTHORIZED BY SECTION
101 OF THE FEDERAL AID TO HIGHWAYS ACT.

EXISTING LAND USE

JANUARY 1, 1960

RESIDENTIAL	
•	DWELLING
○HO	HOME OCCUPATION
T	MOBILE HOMES
BUSINESS	
■	PRIMARY
■	SECONDARY

PUBLIC AND SEMI-PUBLIC	
■	PUBLIC
■	SEMI-PUBLIC
INDUSTRY	
■	MANUFACTURING
■	UTILITIES, STORAGE
■	MANUFACTURING SERVICES

SERVICES	
■	BUSINESS
■	REPAIR
■	DRIVE IN
■	AGRICULTURAL
■	UNDEVELOPED

EXISTING LAND USE WITHIN BISCOE AND THE ONE MILE FRINGE AREA

The Town of Biscoe is basically rectangular in shape, being one and one quarter miles long and one mile wide. There is one small irregular protrusion at the northwest corner of the corporate limits. The total area within the corporate limits is 837.4 acres. Only 331 acres (39.5 percent) are developed for urban purposes. This means that 506.4 acres (60.5 percent) within the town are still undeveloped. A glance at the Existing Land Use Map on page 20 reveals that the largest concentration of this undeveloped acreage lies in the southeastern section of the town. Another large undeveloped area is located in the northeast section. Fairly sizable undeveloped areas can be seen in the northwest section of town and in the west-central area of the southwest section.

With the exception of narrow strips bordering the natural drainageways in these areas, most of this undeveloped land can be used for urban development. Reluctance of owners to make unused land and property available, lack of utilities, and difficulty of access are some of the main reasons why these areas have not developed.

Approximately 10 percent of the land in the one mile fringe area is developed. The remaining 90 percent is mainly woodland with a few areas devoted to farming. As long as such a large amount of undeveloped land remains within the town limits development in the fringe area should be kept to a minimum. The majority of the development in the fringe area is strip development of mixed uses along the two highways serving the town. This situation has greatly increased traffic congestion and hazards on the two highways.

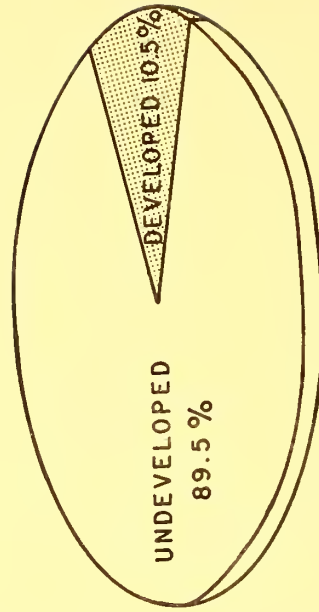
A detailed breakdown of land use in the Biscoe Planning Area follows the section on land use comparisons below.

COMPARISON WITH OTHER MUNICIPALITIES

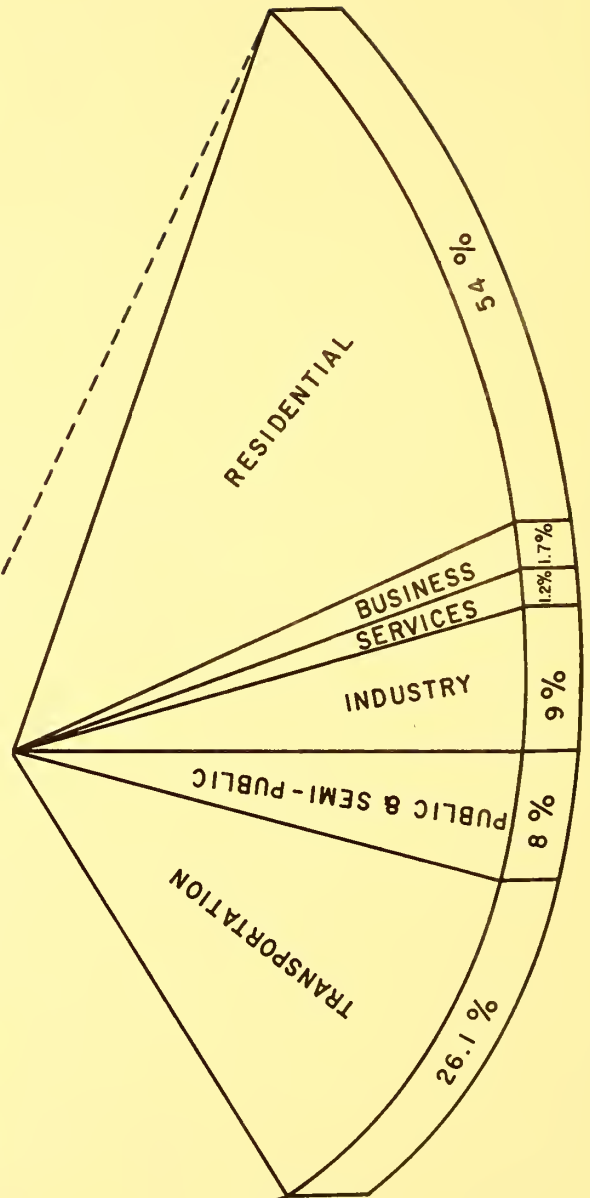
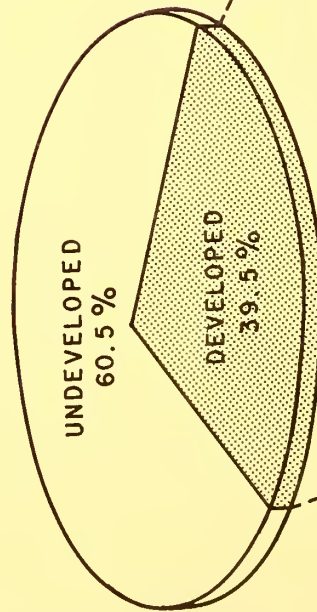
The chart on page 23 shows how land uses in Biscoe compare with those of other towns and cities nearby. Information on

USE OF LAND IN BISCOE PLANNING AREA

DEVELOPED AND UNDEVELOPED LAND
IN ONE MILE AREA



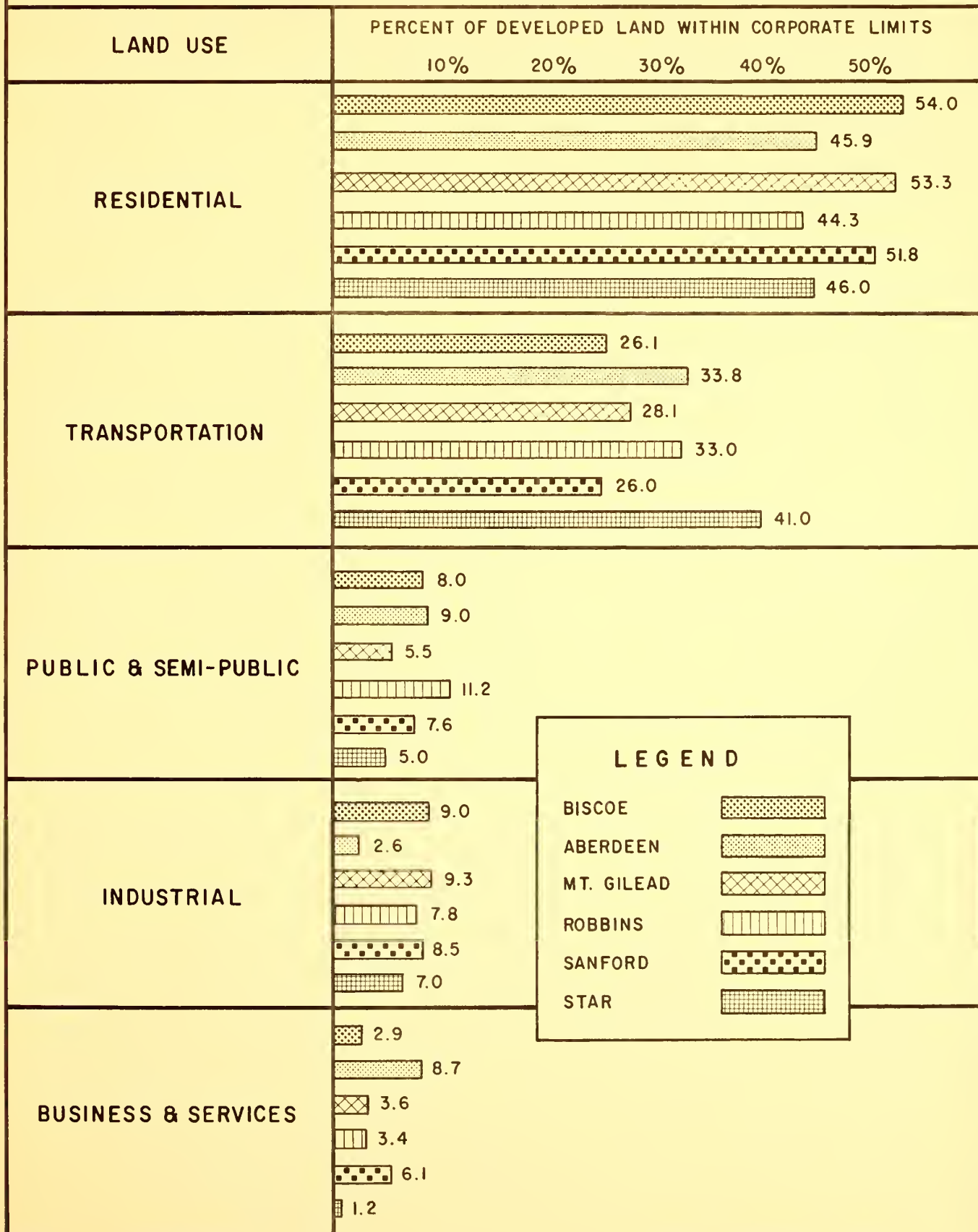
DEVELOPED AND UNDEVELOPED LAND
IN BISCOE



USE OF DEVELOPED LAND IN BISCOE

COMPARISON OF LAND USE

(BETWEEN BISCOE & SURROUNDING MUNICIPALITIES)



these other municipalities was obtained from planning studies done with these towns by the Division of Community Planning. The significance of these comparisons will be discussed under each of the land use categories on the following pages.

RESIDENTIAL

U. S. Highway 220 running north-south and N. C. Highway 24-27 running east-west divide the Biscoe Planning Area into four sections. The largest number of dwellings and mobile homes within the corporate limits of Biscoe is found in the upper portion of the southeast section, between East Main and Bruton Streets. The second largest number is found in the southwest section of town. The smallest number of dwellings occurs in the northeast section, and there are no mobile homes. Only a few more dwellings appear in the northwest section, and only one mobile home. Residential development in the one mile fringe area is concentrated along the highways and roads leading into Biscoe.

Within the incorporated area, 178.9 acres are used for residential purposes. This amounts to 54 percent of the developed land within the town limits. Biscoe, therefore, has a higher percentage of land devoted to this use than the municipalities to which it is compared (see the Bar Graph on page 23).

A close examination of the Existing Land Use map on page 20 indicates that quite a lot of the residential development over the years has taken place in a somewhat haphazard manner. Although tax maps and plats of developments are not available, it appears that this method of development has resulted in lots that are too small. The street pattern is poorly developed and coordinated. For examples of these see the map of "Examples of Poor Land Use Development" on page 39. This type of development is costly to the taxpayers. Inefficient streets use land which could be devoted to other urban uses. Cost of construction and maintenance of streets is unduly increased by this unnecessary street footage. Installation of utilities also is more costly. Adoption and enforcement of adequate zoning and subdivision

regulations can help prevent such inefficient development in the future.

Practically all of the residential land use in Biscoe is devoted to single-family residences, either conventional or mobile homes. One four-unit apartment is located on Lambert Road; another is under construction adjacent to it. Through the "windshield" survey, checking for two or more mailboxes, meters, or an excessive number of cars, only one of the large, old houses showed indications of multiple family occupancy.

In addition to conventional housing, the survey recorded sixteen mobile homes within the town limits. Several of these are located on the same small lot already occupied by a conventional dwelling. In an area in the southwest section of town which is without municipal water and sewer, three of these mobile homes are crowded fairly close to conventional houses.

The largest number of dwellings in the one mile fringe area is found in the southeast section of the planning area. The southwest section is the next most populous. The northeast and northwest sections are about equal in the number of residences. Most of the residences in the one mile fringe area are along the highways and roads leading out of Biscoe.

There are a total of fifty mobile homes in the one mile fringe area. Twenty-seven of these are located in two mobile home parks in the southeast section just off U. S. Highway 220. In one of these parks, the mobile homes are spaced out fairly well along a gravel drive. In the other one, they are clustered in one small area. Neither of these areas have municipal water and sewer. The cluster of mobile homes mentioned above is, therefore, not only unsightly but also a possible health hazard.

The total of sixty-six mobile homes in the entire Biscoe Planning Area can be explained by the fact that there is a lack of low-income housing in the area. A mobile home is about the only source of decent housing for low-income families. Furthermore, they are much more easily financed and are available immediately. In the face of this reality, careful planning and controls are needed to see that these dwelling units are located so

as to be safe for the inhabitants and so as not to present an unsightly appearance.

Housing is in short supply for families of all economic levels in the Biscoe area. Of about a dozen vacant houses located during the housing survey, only one was rated as being sound.

The black citizens of the area reside mainly in the southeast and southwest sections of Biscoe, along Bruton and Leach Streets and streets leading off from them. Most of the homes in these areas are without municipal water and sewer service. Many of the homes are on unpaved, often unimproved streets. Since there are no municipal utilities, some of these houses are crowded too close together to safely use septic tanks and outdoor toilets. Lot sizes under these conditions should be a minimum of 20,000 square feet in size. Some of these lots appear to be approximately a fourth that size (see "Examples of Poor Land Use Development" map on page 39).

Most of the recent residential growth in Biscoe has taken place in the less populous northeast and northwest sections of town. In the northeast this has been along Pine Street north of East Main Street and more recently in a new development along Brendana Drive. The development in the northwest is out Lambert Road. Residences in these areas are located on ample size lots and appear to be in the price range of \$15,000 to \$25,000. Greater care in street layout has been taken. However, further planning and coordination is still needed in this respect. Efforts should be made to encourage development of the vacant land within the corporate limits before new development is encouraged in the fringe areas.

Through careful maintenance, some of the existing residential areas can continue to be pleasant places to live. Several areas, particularly in the black communities in the southeast and southwest sections of town, will require major improvements. The "Housing Conditions" map on page 46 clearly indicates these areas of great need. The "Housing Conditions Survey" section further elaborates on this matter.

BUSINESS

The majority of the business land use within the corporate limits of Biscoe is located in the center of town. This central business area lies mainly along the east side of South Main Street (U. S. Highway 220) between East Main and Shamburger Streets, and along both sides of East Main Street (N. C. 24-27) for about a block and a half. There are a few businesses scattered along South Main Street below this central business area.

Within the corporate limits approximately five and one half acres are devoted to business use. This amounts to .6 percent of the total land area in town and 1.7 percent of the developed land therein. A comparison of Biscoe with other nearby municipalities shows only Star with a smaller percentage of land devoted to business and services (see Bar Graph on page 23).

A close inspection of this central business area in Biscoe reveals some rather disturbing facts. There are five vacant buildings in this area. Three of these are dilapidated and the other two are deteriorating. Several buildings that are in use present a rather poor appearance. Many of the businesses could be improved considerably. In short, the central business area of Biscoe does not present an overall attractive appearance to the potential shopper.

Another problem is the vacant space between businesses. The average shopper is not encouraged to do comparison shopping when forced to walk by unsightly vacant buildings and vacant lots to get from one business to another. Thus, if the determination is made to shop in Biscoe, the shopper is forced to move his car from one place to the next. With the lack of adequate parking, this adds to the congestion of traffic and increases the chance of cars and pedestrians being involved in accidents.

Most of the businesses in the central area front on either South Main Street (U. S. 220) or East Main Street (N. C. 24-27). With this heavy, fast moving traffic parking is dangerous in the few on-street parking spaces that exist. A paved off-street

parking area is located between the post office and the supermarket. It can hardly accommodate all of the traffic generated by these two establishments, much less alleviate the lack of parking for the other establishments.

These factors can partially explain why Biscoe is not drawing a larger share of the trade within the county.

Use of some of the vacant lots to provide badly needed parking and landscaping, safe sidewalks and pedestrian crosswalks, plus a cooperative effort of all the businessmen to remodel their establishments and upgrade their merchandising methods could change the present condition drastically. A sizable vacant area along Oak Street between East Main and Church Streets could be paved and marked off for parking. The unpaved strip of land between the railroad and South Main Street could be paved and landscaped. Safe pedestrian crosswalks would be needed across this busy street. Not only would this relieve the parking situation, but it would also greatly improve the appearance of the area. There is even the possibility of developing a shopping mall in this central area.

Such an undertaking would take planning, cooperation and hard work. The effort would not only be economically sound, but it would transform the heart of Biscoe into a far more attractive and safe place of business. The strength of a town's tax base lies in the health of its central business area. Unless drastic measures are taken soon, Biscoe could be in real trouble on this point.

Conversations with several of the town's businessmen have revealed that one of the major stumbling blocks to improving the central business area is the unwillingness of several property owners to make their property available for development or to develop it themselves. It may be that a re-evaluation of all property for tax purposes will be necessary to help correct this problem. At present the town depends upon the county evaluation of property for its taxation, and as has been previously mentioned, there are no tax maps in the county.

Part of the weakness of the central business area can be attributed to the fact that there are as many businesses strung out along the highways leading out of Biscoe as there are within the town limits. This type of strip development is not only weakening the central business area but is also contributing greatly to the already intolerable traffic congestion along these main traffic routes. It is also one of the worst offenders in the mixing of land uses which, in the long run, destroys property values and limits development potential.

SERVICES

Along with business uses, services are the land uses that are generally found most frequently in the central business area. Within the corporate limits of Biscoe 3.9 acres of land are devoted to this category. This amounts to 1.2 percent of the developed land in town. Services occupy 12.9 acres in the one mile fringe area; however, the number of establishments is about the same in town as outside. The acreage difference is explained by the fact that services requiring less space tend to locate in the downtown area where land, rent and taxes are higher. Those requiring larger amounts of space generally move to the outskirts where land and overhead is less costly.

As was the case with outlying business development, service establishments are tending to string out along the highways leading out of town, contributing to mixed development and its resulting problems. Careless placing of some of the automotive and repair services next to residential or business areas will tend to downgrade both areas.

When business and service uses in Biscoe are combined and compared with the same combinations in surrounding areas (see Comparison of Land Use Chart on page 23), one can see that only Star has a lower percentage of land devoted to this use. This is another indication that Biscoe's central business area is not drawing its share of trade in the county.

INDUSTRY

The above mentioned Comparison of Land Use Chart shows that Biscoe has the next to highest percentage of land devoted to industrial use, 9 percent. This is only a fraction of a percent less than Mount Gilead. It is above that for both Aberdeen and Sanford.

By far the largest industrial user of land in Biscoe is the Spring Mills Aileen Plant, a textile plant weaving blankets and bedspreads. This concern now employs about 800 people and occupies about 12 acres of land near the heart of town, just across the railroad from the southern end of the central business area. Spring Mills owns additional acreage back of this plant. This additional land affords space for expansion and for additional parking. Approximately 30 houses just north and west of the plant are also owned by Spring Mills and rented to employees. Some of these are being sold.

The plant has two paved parking lots, but many of the employees have to park on the vacant strip of land between the railroad track and South Main Street (U. S. 220). This further adds to congestion along this already overloaded traffic artery. About two thirds of the employees at this plant come from outside the Biscoe area. This traffic must come in on either U. S. 220 or N. C. 24-27. During commuting hours, the traffic congestion is heavy. A recent widening of Mill Street has helped to alleviate the situation somewhat. Access to the plant needs further improvement, however. Otherwise, the plant is a good "neighbor".

"Miss Adventure", a small dressmaking plant, is the other textile concern in Biscoe. It is housed in two separate structures, one in which the cutting is done and the other for the sewing operation. Approximately 65 people are employed by this concern. The cutting room is located on a triangular tract formed by the intersection of Mill Street (S.R. 1503) with N. C. 24-27 West, just west of the town limits. Access and off-street parking need to be improved at this site. The sewing room, even

used more profitably as a general business area related to the central commercial area.

There are two industries located in the one mile fringe area. Alliene Furniture Company: Biscoe Bed Division is located on a five-acre site a little south of the town limits on U. S. Highway 220. Fifty-two people are employed at present. The plant is capable of expanding operations and employing about 30 additional people within the present structure. Some off-street parking is provided, but additional space and improvements are needed. This plant is located in the strip development of badly mixed land uses along U. S. 220 South, and contributes to the resulting traffic congestion and hazards.

The other industry in the fringe area is Foundry Services, Inc. It is located on N. C. Highway 24-27 East, just outside the town limits, and employs 65 people. Some of the recent residential development is moving in that direction. About a half dozen houses are located nearby. Therefore, even though there is room for expansion and off-street parking, great care needs to be taken to see that adequate buffers are provided between this industry and the surrounding residential areas.

According to the General Soil Map (see page 4) little if any of the vacant land remaining in the town is suitable for industrial development. Only a few spots in the one mile fringe area are suitable. The planning board should try to locate several potential sites with the possibility of protecting them through proper zoning. The availability of transportation and utilities is a significant factor in attracting industry to an area.

Some of the worst land use neighbors in Biscoe and the one mile fringe area are a junk yard along Hyde Street in the southeast section of town, the two existing sewage treatment plants, one on the east side of town between Hicks and Bruton Streets and the other on the west side of town below Mill Street, and the town dump located north of the town limits across the railroad from U. S. 220.

Efforts are underway to replace the two offending sewage treatment plants. A county-wide cooperative sanitary landfill

though it is a relatively clean and quiet operation, is poorly located. It is in the middle of a residential area on a small site with no off-street parking. This forces employees to park their cars along East Main (N. C. 24-27) and Pine Streets, causing extremely congested and hazardous traffic conditions. This operation could be moved to a site adjacent to the cutting room.

Biscoe Foundry and Machine Company, located on the southeast corner of Oak and Factory Streets, employs 13 people. Both of the above streets are narrow. Factory street has a pavement width of only 12 feet and Oak Street only 16 feet. Neither street provides parking room. There is no off-street parking and no room for expansion. The residences close by show the effect of being located close to this concern, the nearby bottling plant and a concrete mixing operation. One dwelling is deteriorating rapidly; the others show little signs of upkeep. Some long range plans need to be made to improve the accessibility, parking, and land use arrangement in this area because this concern is a good contributor to the economic life of the community. Landscaping and a stockade fence would help buffer this from the surrounding dwellings.

Located diagonally across the corner from Kellam Manufacturing Company is the Coca-Cola Bottling Company of Biscoe. It employs 20 people. Again, inadequate site, narrow streets and lack of adequate parking create problems. The lower portion of the block just below the Coca-Cola Bottling Company is occupied by the Biscoe Supply Company. This concern, especially its ready mixed concrete operation, creates considerable congestion. The area around the intersection of Oak Street with Bruton Street is almost completely blocked off at times by movement of supplies and by parked trucks.

A fairly large pulpwood storage and loading operation and a bulk fuel storage concern are located just across the railroad from the central business area. These heavy and potentially hazardous operations should be relocated to a less congested area which provides good access to rail service and also to major thoroughfares serving the surrounding area. This land could be

system of garbage and refuse disposal is also under development. One of the sites will be located south of Biscoe. This will permit the cleaning up of the present site which is nothing but an open dump, allowing litter to be scattered by the wind and a potential source of insects and rodents. The junk yard is in a small subdivision which is developing along Hyde Street. If measures are not taken to improve the enviromental conditions here, there is little likelihood that this area will ever develop into a nice residential area. The value of property and the appearance of the homes will almost certainly go down. Two open storage areas belonging to Spring Mills, one just below Mill Street and the other on Brooks Street, need more careful supervision. More orderly storage plus some screening and landscaping would improve their appearance greatly.

PUBLIC AND SEMI-PUBLIC

Eight percent of the developed land in town (26.6 acres) is devoted to public and semi-public uses. The largest user of public land in town is the Biscoe Elementary School located on a 12.9 acre site in the northwest section of town. The next largest use is devoted to a ball park and tennis courts owned by Spring Mills but leased by the town for the public. Approximately 5 acres are involved.

Other public uses within the corporate limits are the Town Hall on Shamburger Street, the fire station fronting on South Main Street (U. S. 220) at Shamburger Street, the post office fronting on South Main Street below Church Street, and the public library also on South Main Street just below Hunsucker Street. All of these combined use only about 3/4 of an acre. None of these public facilities has adequate off-street parking. Three of them front on South Main Street (U. S. Highway 220). The traffic congestion and lack of parking space create a dangerous situation. A new post office is contemplated. Relocation at a less dangerous, more convenient site should be considered.

By far the largest user of public land in the one mile fringe area is East Montgomery High School. The remainder is taken up by Biscoe Cemetery. The major portion of semi-public land use in Biscoe is devoted to use by the town's churches.

The Division of School Planning, North Carolina Department of Public Instruction, sets certain minimum site standards for public schools. Elementary schools should have at least ten acres plus one additional acre for each 100 pupils enrolled. Biscoe Elementary School had 411 students in attendance during the school year 1968-69. Thus it should have a site of at least 14.1 acres. Its 12.9 acres does not meet this minimum standard. Therefore, immediate steps should be made to add at least two acres and preferably more. Some of this could be for future expansion and some for park-playground facilities for joint use by the school and the public in general.

The major problem with the location of Biscoe Elementary School is that a majority of the children have to cross the two most heavily traveled streets (U. S. 220 and N. C. 24-27) and the railroad to get to the school. With practically no sidewalks and no safely marked and lighted crosswalks, this creates an extremely dangerous situation. Sidewalks leading along the major streets to the school with well marked and lighted school crossings are needed to reduce this potentially deadly situation.

The minimum standards for a consolidated high school site call for at least 50 acres located on a major thoroughfare for easy bus and car access from all parts of town and the surrounding rural area served by the school. An entire farm of 118.6 acres was purchased for the site of this modern, well equipped school. This site provides ample room for the present facilities and adequate room to expand. It also provides for a biological field laboratory, a forestry laboratory and a field crops laboratory and nursery. Practically all of this large site is located within the one mile fringe area.

The high school property fronts on U. S. Highway 220 South. At present all of the traffic to this school, which serves 613

students in this school year, 1968-69, has to use N. C. Highway 24-27 and U. S. Highway 220 to get to the school. This means that most of the traffic is funnelled right through the heart of Biscoe. If a thoroughfare plan for the Biscoe Planning Area were developed with an adequate loop system, the traffic situation could be greatly improved.

The volunteer fire department is located in facilities at the corner of South Main (U. S. 220) and Shamburger Streets. The fire station houses two pumper trucks, one belonging to the Town of Biscoe and the other to the county. Access to all parts of the planning area has improved a little with the widening of Mill Street. Fronting on U. S. Highway 220 makes it difficult to move out to cover a fire with the desired ease. Access to the west side of town could be blocked by a train stopped across the few grade crossings that exist.

The Town Hall is located just to the rear of the fire station and fronts on Shamburger Street. It is adequate for the present, but both it and the fire station will probably require expansion of facilities within the twenty year planning period.

Aileen Mills gave the plot and built the simple colonial structure now housing the town library. Books have been donated by individuals and clubs. Books are also on loan from the State Library. The library fronts on South Main Street (U. S. 220). This location and lack of adequate safe parking limits its use to a degree.

There are eleven churches within the corporate limits of Biscoe, a Scout Hut and an American Legion Post. A private picnic pavilion made available to various groups and two small cemeteries make up the semi-public use in the one mile fringe area.

The area is sadly lacking in park and recreation facilities for the general public. The areas leased from Spring Mills are the only facilities available. Just as soon as the new sewage treatment plant is built, the sites of the two existing plants should be developed into recreation areas. Efforts should begin immediately to obtain additional land in the lower southwest or

southeast sections of the town. Recreation facilities for children and youth, especially a swimming pool, are badly needed. Local clubs and organizations could contribute greatly to such a project. Narrow strips of land adjacent to drainageways can be turned into effective and useful greenbelts and parks. Hickory Branch and White Oak Creek, Lick Creek (Northwest) and Lick Creek (East) should be protected from urban development so that they can continue to be effective natural drainage channels. If properly protected they could serve as buffers between different types of development. Some of these areas could also supplement the park and recreation areas of the town by serving as picnic sites and riding or hiking trails.

TRANSPORTATION

This category is the second largest urban land user both within the corporate limits of Biscoe and in the surrounding one mile area. 26.1 percent of the developed land within town (86.3 acres) is used for right-of-way for streets, railroads, power lines and towers. In the one mile fringe area it uses 41.7 percent of the developed land, 196.1 acres.

Over three quarters of this 26.1 percent within town is devoted to the town's street system. Since 20-25 percent of the developed land within a municipality is generally considered sufficient to provide an effective transportation system, Biscoe seems to be adequate in this category. A closer look at the Existing Land Use Map, however, reveals that the town has only one north-south and only one east-west crosstown street. Lack of an effective crosstown system and any loop-bypass system means that all through traffic and all traffic moving from one side or one end of town to the other must travel these two streets. A glance at the Traffic Volume Map on page 36 shows the results of such a situation. On U. S. Highway 220 the annual average daily flow of traffic is 6,400 vehicles. On N. C. Highway 24-27 it is 3,800 vehicles. During summer months traffic occasionally backs up for a mile or more at the traffic light in Biscoe. A further

glance at the street pattern in Biscoe points up the fact that its streets not only provide poor traffic flow but also poor access to many areas of the town. Practically all of the streets are too narrow. Paving widths range from only 12 to 18 feet, with no on-street parking space. Some of the streets just dead-end rather than tying into other streets. The many offset intersections greatly impede traffic flow. This fact, along with the problem of lack of continuity makes it extremely difficult to develop additional crosstown routes. Prime examples of this are Mill and Hunsucker Streets and Brooker, Maple and Brendana Streets. For greatest efficiency, Oak Street parallels South Main Street too closely; and Clegg Street is too close to Brooker Street. It may be more economical in the long run to abandon some of the dedicated streets and open new ones.

The railroad, which at one time was instrumental in the growth of Biscoe, now presents some transportation and development problems. There are no grade separated crossing of streets and railroad. A long freight train could not only block the one east-west crosstown street, but conceivably also at the same time block the other five crossings. Should a major fire erupt across the railroad from the fire station, loss of property and life could result before passage for fire fighting equipment could be opened. Right-of-way problems have prevented the widening of North and South Main Streets and the provision of badly needed parking strips between the highway and the railroad.

A lack of adequate sidewalks has already been referred to. What few sidewalks that exist are in the central business area along the east side of South Main Street and along both sides of East Main Street for about a block or two. Most of this, however, is too narrow and badly broken. In a spot or two, it actually presents a hazard to the pedestrian, as at the south corner of Hunsucker and South Main Streets. Adequate, protected sidewalks or walkways are one of the elements that shoppers demand if they are going to patronize the area. And as has been mentioned previously, sidewalks are needed leading to Biscoe

Elementary School especially along South Main Street and East Main Street.

AGRICULTURAL AND UNDEVELOPED LAND

A little over 80 percent of the land in the Biscoe Planning Area is either woodland, farmland, or vacant lots. 506.4 acres within the corporate limits of Biscoe fall in this category. Approximately 90 percent of the one mile fringe area falls into this category.

UTILITIES

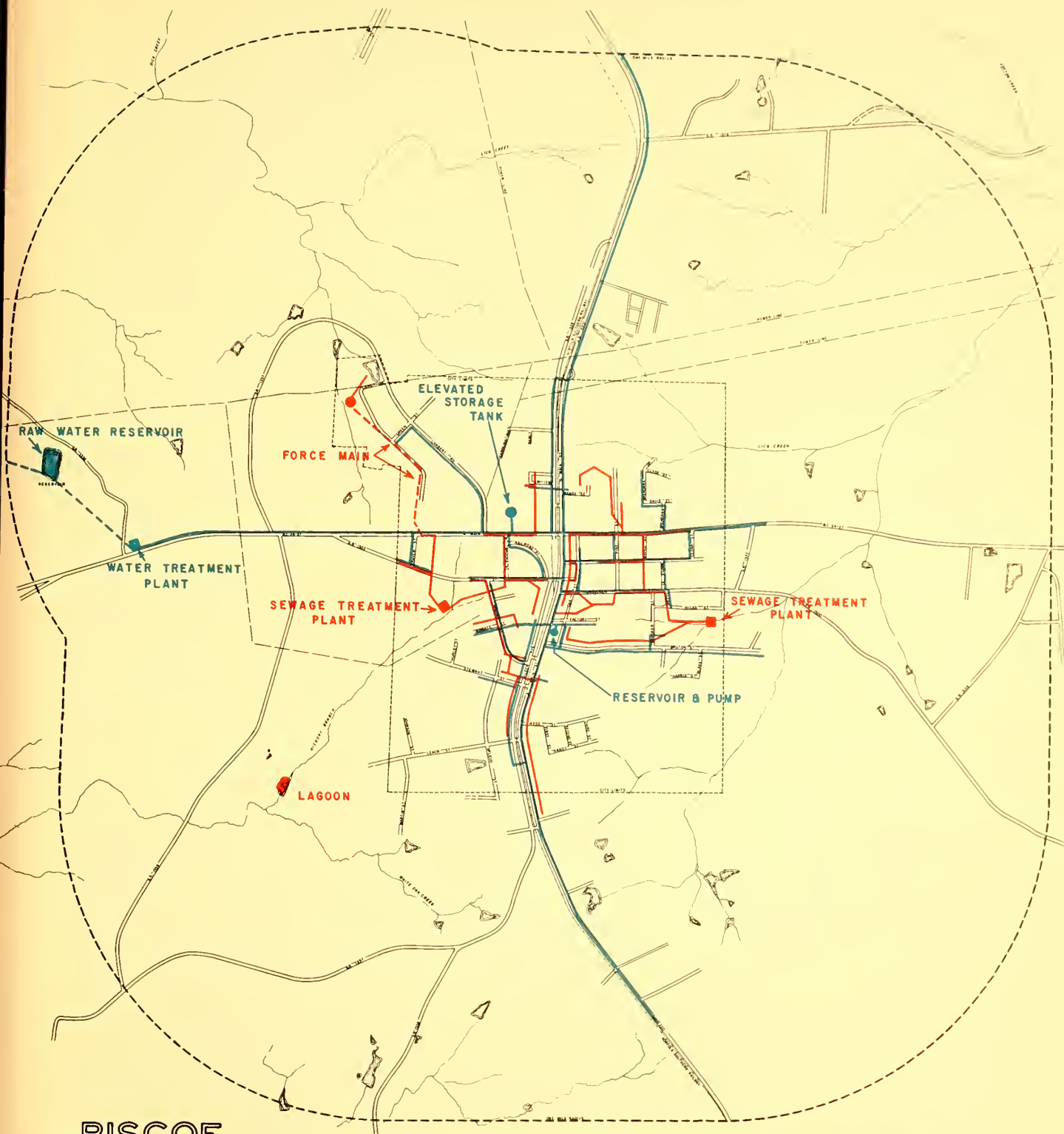
Water System

Prior to 1956, Biscoe obtained its municipal water supply from seven wells. The town now obtains its water from the Little River which flows about three miles west of the corporate limits of Biscoe.

The present water system consists of a ten million gallon raw water reservoir, a 1.5 million gallon per day filtration plant, a 75,000 gallon elevated storage tank, a 500,000 gallon treated water reservoir and distribution lines.

The first stage of the filtration plant was completed in 1956. The capacity of the plant was increased to the present 1.5 million gallons per day in 1965. It now provides water for Biscoe and Star with average daily demands of 400,000 gallons and 160,000 gallons respectively.

The existing distribution system serves most of the developed area within the town limits. The Negro community in the southwest corner of the town and portions of the Negro community in the southeast part of town are without municipal water. Small portions of the fringe area, along the main highways leading out of town, are served. There are a total of 478 connections to the existing system. 378 of these are within the corporate limits of Biscoe. Distribution lines vary in size from one inch to eight inches. Dead-end lines and lines of inadequate size limit the system's fire protection potential in several areas of the town.



BISCOE NORTH CAROLINA



0 1000 2000 3000 4000 5000
SCALE IN FEET

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT
OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN
PLANNING DISTANCE PROGRAM AUTHORIZED BY SECTION
100 OF THE HOUSING ACT OF 1954, AS AMENDED.

AREAS SERVED BY WATER AND SEWER LINES

- WATER LINES
- SEWER LINES

The recent installation of a new and larger line along Bruton Street has improved service in the southeast section of town. Installation of a line along Leach Street is badly needed. New residential areas will need service. Replacement of some of the small lines and looping all dead-end lines back into the system also need attention.

Sewerage System

The eastern half of Biscoe is served by an old Imhoff Tank. The effluent is discharged into the drainage basin of Deep River by way of Lick Creek (East). This drainage system is part of the Cape Fear Drainage Basin. This small treatment system is badly overloaded. The effluent is of such poor quality that the Stream Sanitation Division of the North Carolina Department of Water and Air Resources has demanded that corrective measures be taken immediately.

The western half of the town is served by another old Imhoff Tank. Its effluent is also far below the standards required by the Stream Sanitation Division and it is polluting Hickory Branch and White Oak Creek. These watercourses drain into Little River, a part of the Pee Dee Drainage Basin.

Spring Mills operates an aerated lagoon which treats some of the waste from both the mill and the town.

Approximately the same areas of town that are served by the municipal water system are served by the town's sewerage system. The major exceptions to this are the fringe areas along the major highways. Only small areas to the west and south of the corporate limits are served by sewer lines. This means that all the homes of the black community in the southwestern section of town and many of the homes of black citizens in the southeastern section are without sewer service.

In dry weather, the flow of water which carries the effluent from the eastern Imhoff Tank often ceases. The odor caused by this problem is particularly bothersome to residents of surrounding areas.

W. K. Dickson and Company of Charlotte, N. C., has recently completed a report on proposed improvements for the sewerage system of the Town of Biscoe. The proposed improvements will cost approximately \$470,000, and would provide service to all of the developed areas within the corporate limits and the growing residential areas. It would provide no additional service to urban development along the major highways in the fringe area, however.

Electricity

Carolina Power and Light Company serves all of the municipalities in Montgomery County. Three Rural Electric Cooperatives serve large sections of the rural area. The entire Biscoe Planning Area is served by Carolina Power and Light Company. The company's main transmission lines across the county run just north of the town limits. A substation is located just west of U. S. Highway 220 and the Norfolk Southern Railroad. It is the policy of the company to extend service to anyone requesting it. Expansions of all systems serving the area assure power to any new industry.

Telephone

Montgomery County is served by Central Telephone Company, with its central office in Troy, N. C. This company serves all of the towns and communities and most of the rural areas of Montgomery County. It also serves West End in Moore County. All of this area is on a toll-free system. Service in most areas is available upon request.

Gas

There are no natural gas distribution lines serving Montgomery County. Bottled gas is generally available through local dealers.

HOUSING CONDITIONS SURVEY

The general appearance of the Biscoe Planning Area suggests that the median income of families in the area is fairly low.

The 1960 U. S. Census lists the median family income in Montgomery County at \$3,365. This is lower than for any of the four surrounding counties. Stanley County's median family income was \$4,237 and Randolph County's was \$4,593. The median income for North Carolina was \$3,956.

During the land use survey of the area, a housing conditions survey was also made. The purpose of the latter is to identify areas of substandard housing and conditions of blight. The town planning board and governing body can then begin steps that will prevent further deterioration of residential areas and will upgrade those areas already blighted.

In making the survey, only external conditions were considered. Houses were classified as either sound, deteriorated, or dilapidated. These categories are defined as follows:

Sound: This category covers new houses, older houses that are well maintained, and even houses that are beginning to show signs of deterioration but could be brought up to standard for little above the average maintenance cost.

Deteriorated: This category also covers a fairly wide range, from fairly new houses of inferior materials and construction to older houses that now need major repairs or alterations to bring them up to a sound standard.

Dilapidated: Houses thus classified were judged to be so badly deteriorated and having such major structural defects that they were beyond economical repair and unfit for human habitation.

The results of this survey are presented in the table below and are graphically presented on the Housing Conditions Map on page 46.

TABLE 6: RESULTS OF HOUSING SURVEY IN PLANNING AREA

Category	Within Town Limits	In One Mile Fringe Area	In Total Planning Area
Total Number of Units	350	253	603
Sound	187	112	299
Deteriorated	123	76	199
Dilapidated	24	15	39
Mobile Homes	16	50	66

The 1960 U. S. Census survey of housing, which took into account interior appearance and utilities, also revealed the following information about Biscoe: of the 310 dwellings, 194 were rated sound, 79 deteriorated, and 37 dilapidated. There are now an additional 40 dwelling units in Biscoe, yet the "wind-shield" survey of the exterior condition revealed only 187 sound houses compared to 194 in 1960. This would indicate that quite a number of previously sound houses have been allowed to deteriorate to the point that they can no longer qualify as standard houses requiring only normal maintenance. The smaller number of dilapidated houses is explained by the fact that a number of those existing in 1960 have been torn down.

The largest area of substandard housing shows up in the southeastern section of the town (see map on page 46). The second largest concentration lies in the southwest. Both of these areas spill over into the one mile fringe area. These two areas are inhabited mainly by the black citizens of the planning area. A careful look at the maps showing municipal water and sewer service and street conditions reveals that these two areas are lacking in these services and in good streets. In short, there are few of the physical qualities that tend to make a neighborhood an attractive place to live.

Two other large areas are showing the danger signs of becoming blighted areas. One of these is the area back of the Spring Mills Aileen Plant, along Brooks and Stewart Streets. The other lies east of the central business and services area. Several smaller problem areas are indicated on the map. Only a few of the homes are actually dilapidated. Many of the homes have gradually been allowed to deteriorate out of the sound category. A number of these are good examples of what happens when residential areas are not adequately protected from industries, services and businesses that are poor neighbors to residential areas. Some of these examples have been previously pointed out under preceding sections of the land use analysis.



BISCOE NORTH CAROLINA



THE PREPARATION OF THIS MAP WAS FINANCIALLY
SUPPORTED BY FEDERAL GRANTS FROM THE DEPARTMENT
OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN
PLANNING ASSISTANCE PROGRAM, AUTHORIZED BY SECTION
701 OF THE HOUSING ACT OF 1937, AS AMENDED
MAY 1969

HOUSING CONDITIONS



AREAS WITH A LARGE
PERCENTAGE OF SUB-
STANDARD DWELLINGS



AREAS OF NEWEST
DEVELOPMENT



AREAS NEEDING REDEV-
ELOPMENT



MAJOR DIRECTIONS OF
RESIDENTIAL GROWTH

The newer residential areas show some signs of correcting the practices that have gone on in the past. These trends need to be encouraged and strengthened through the development of sound subdivision regulations and zoning ordinances.

Some of the existing residential areas can be improved through effective community clean-up-fix-up-paint-up campaigns. Others will need provision of more adequate city services and perhaps major repairs in addition to clean-up-fix-up-paint-up campaigns. If Biscoe is to be what it should be, it must provide a safe, healthy and attractive environment for all its citizens.

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PART 2

LAND DEVELOPMENT PLAN



PART II
LAND DEVELOPMENT PLAN

INTRODUCTION

The purpose of this section of the report is to present the basic plan for land use and development in the Biscoe Planning Area for the next 20 years. This development plan is based on sound planning principles and the goals and objectives of the local people as represented by the Biscoe Area Planning Board. It grows out of the objective examination of the past and present conditions in the planning area as contained in the preceding sections of this report.

The Land Development Plan is the most important step toward the long-range physical development of Biscoe and its one mile fringe area. It has been adopted by the Town Board of Commissioners as a statement of policy. The Plan provides a framework within which growth can take place economically and effectively. Biscoe cannot afford unplanned growth because it is wasteful and creates problems that are expensive to remedy. Proper use of this plan can save the taxpayers money by avoiding the wasteful use of land and by encouraging the development of land which is easily served by community facilities and services. Decisions made by both town officials and private developers that will affect the development of the area should be based upon this plan.

Any major change in the factors upon which this plan is based could substantially alter the future development needs of the planning area. The Planning Board and the Town Board of Commissioners will need to occasionally evaluate and update these proposals. One large industry coming into the area could make the population projections for this report completely inadequate. This would affect projections for residential development and needs for various community facilities as well as affect the economic factors in the community. That is why the planning process must be a continuous one. If the following proposals are

carefully evaluated and implemented, however, the town officials and private developers will be in a much better position to adapt to any major changes that might occur in the planning area.

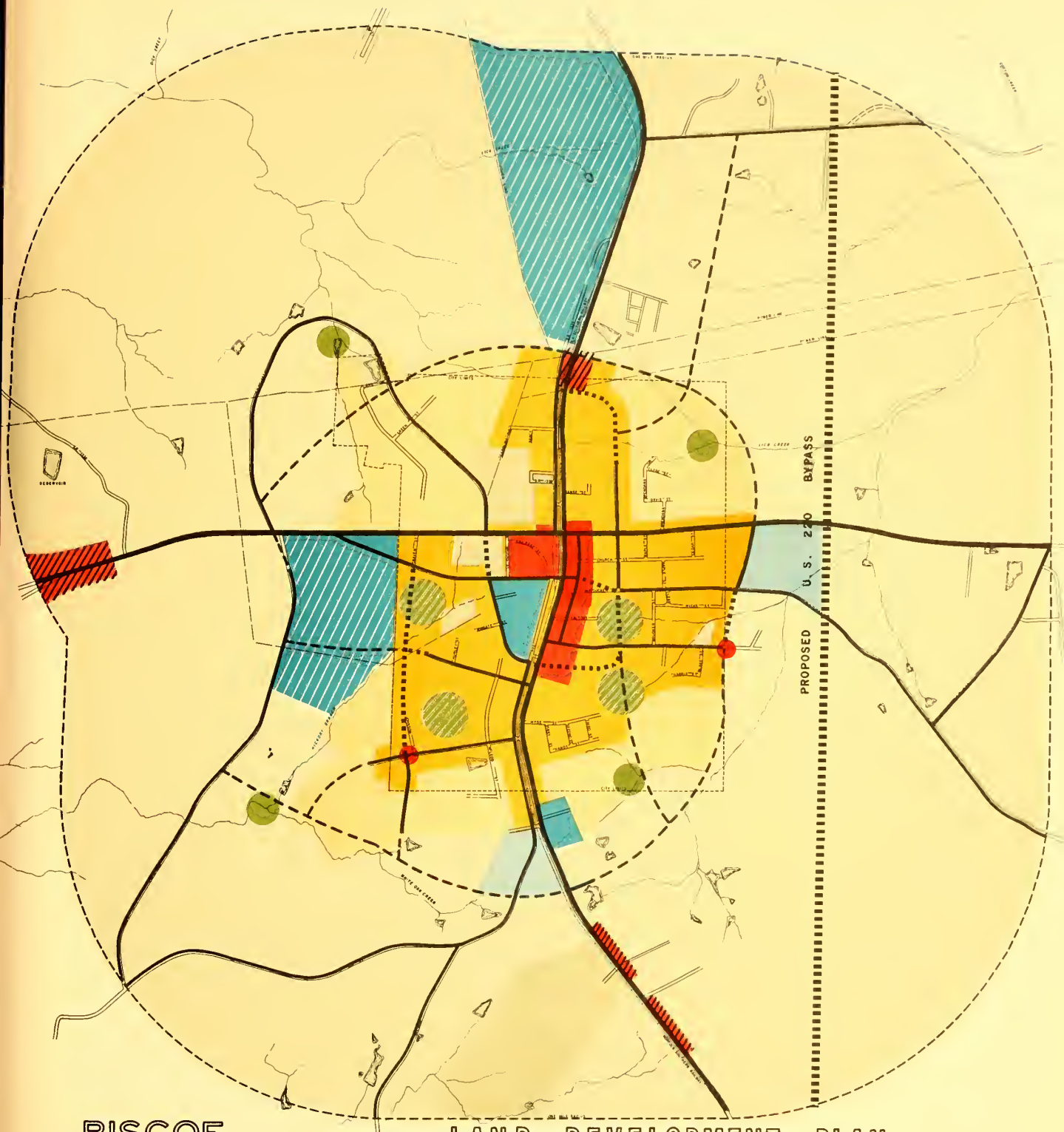
Goals

The Land Development Plan for the Biscoe area is a guide for the future development of both public and private land. In the formulation of this plan the Biscoe Planning Board has attempted to coordinate the general public's desires with the needs and potentials of the planning area and with good planning principles. To accomplish this, the Land Development Plan strives to attain the following goals:

1. To provide for the efficient use of land by encouraging compact development requiring a minimum expenditure of public and private funds to provide this development with community facilities and services;
2. To arrange the various land uses so that they will be functional, visually pleasing and economically feasible;
3. To preserve suitable industrial and commercial sites in order to strengthen and expand the economic base of the town and its environs;
4. To insure that residential development occurs in areas suitable for such development;
5. To develop a thoroughfare system that will provide for the safe, convenient and efficient movement of people and goods;
6. To coordinate the development of Biscoe with that of neighboring towns and the entire county.

Projected Land Use Needs

Projections of the future population of Biscoe and its one mile fringe area were made in an earlier section of this report. By 1990, approximately 20 years from the present, Biscoe likely will have a population of 1,370, with an additional 1,167 people in the fringe area. As suggested earlier, however, even one major change in the economic picture of the planning area, such










BISCOE NORTH CAROLINA






LAND DEVELOPMENT PLAN



THE INFORMATION OF THIS MAP WAS PRIMARILY
OBTAINED FROM A STUDY OF THE
PLANNING AND ZONING DEPARTMENT
OF THE CITY OF BISCOE, NORTH CAROLINA
IN THE SUMMER OF 1954 BY THE
BUREAU OF PLANNING AND ZONING

 HIGHWAY BUSINESS

-  URBAN RESIDENTIAL
-  SUBURBAN RESIDENTIAL
-  AGRICULTURAL-RESIDENTIAL
-  CENTRAL COMMERCIAL
-  GENERAL BUSINESS
-  LONG-RANGE NEIGHBORHOOD SHOPPING
-  HEAVY INDUSTRIAL

-  LIGHT INDUSTRIAL
-  LONG RANGE INDUSTRIAL
-  PUBLIC & SEMI-PUBLIC
-  LONG-RANGE NEIGHBORHOOD PARKS
-  POTENTIAL SITES FOR PLANNED HOUSING DEVELOPMENT

THOROUGHFARES:

EXISTING
PROPOSED
LONG-RANGE

MAJOR



MINOR



as the location of a large industry, would significantly change these projections.

Since such a change would alter the specific acreage needs for the various land use categories, the Land Development Plan proposes general areas in which the various categories should develop and expand. A larger amount of land than will actually be needed under the present projections of growth is delineated on the Land Development Plan. This approach will not only provide a safety factor in the event that a large industry or other element should increase projected needs, but it will also allow greater site selection for potential developers. The danger of land speculation and overpricing of sites will thus be reduced. It will also account for the possibility that some land may not be for sale or may be tied up in an estate. To prevent the scattering of development where necessary growth does not require the projected acres, the Goals presented in the section above should serve as the guide for location of new development.

RESIDENTIAL DEVELOPMENT

Several assumptions and conclusions emerged from the survey and analysis of existing residential development in Part I of this report. First, new housing for families of all income levels is in short supply, especially for low-income families. Second, both public housing and private construction are needed to fill this pressing need for adequate housing. Third, the use of mobile homes will increase because they are the most economical form of adequate housing available. Fourth, residential development in the fringe area should be discouraged until most of the suitable vacant land within the corporate limits of Biscoe is developed. Fifth, most of the soil in the Biscoe Planning Area is not very suitable for septic tanks; therefore, medium and high density residential development should be limited to those areas that can be economically served by municipal water and sewer lines.

The 1960 U. S. Census showed that Biscoe's population of 1,053 was housed in 298 dwelling units, giving a population density of 3.5 persons per dwelling unit. There were also 12 vacant dwellings. If this same density of population is maintained in 1990, when Biscoe's population is expected to be 1,370, then 91 new dwelling units will be needed to take care of the 317 increase in population between 1960 and 1990.

In the land use survey completed in January, 1969, 338 occupied and 12 vacant dwellings were counted, indicating an increase of 40 units in the housing supply since 1960. Therefore, 51 more will be needed by 1990 just for the additional population expected.

Four other factors will require additional increases in the housing supply. First, the 24 dilapidated dwellings revealed by the above survey should be demolished just as soon as adequate housing for the occupants can be provided. Second, by 1990 at least half of the 123 deteriorated dwellings in Biscoe will have reached the point that they are no longer fit for human habitation and thus will need to be demolished and replaced. Third, some dwellings will be lost as a result of fire and storms. Fourth, a number of dwellings will disappear from the available supply through purchasing and/or destruction to make room for expansion of commercial and industrial uses and street improvements. These four factors will necessitate the addition of about 140 more new dwelling units.

With the increase in population in the one mile fringe area and the application of the same four factors above, about 75 new dwelling units will be required in the one mile fringe area. Therefore, for the entire Biscoe Planning Area, the total anticipated number of new dwelling units needed by 1990 is 266.

In delineating areas for residential development, the following planning principles served as guidelines:

1. Utilize rolling terrain for residential purposes, but prohibit construction of dwellings in drainageways and areas subject to flooding.

2. Encourage new development on vacant lots within existing residential areas and on suitable vacant land adjacent to such areas through zoning and utility extension policies.
3. Preserve adequate land for parks and recreation facilities within residential neighborhoods.
4. Develop a residential street system that will tend to discourage through traffic and require the minimum amount of streets to effectively serve the neighborhood.
5. Coordinate new residential streets with existing streets and with the proposed thoroughfare plan.
6. Maintain residential areas by adopting and exercising good zoning regulations.
7. Rehabilitate blighted neighborhoods by such policies as public housing, utility extension, street improvements and private investment.

Residential development of varying densities already exists in the Biscoe area. Three levels of residential development are proposed on the Land Development Plan: Urban, Suburban and Agricultural-Residential:

Urban residential development is proposed for areas within the town limits that can be economically served with municipal water and sewer lines. This proposed development permits a greater percentage of the population to be located near the conveniences of urban development and promotes more efficient use of existing municipal facilities and services.

The plan designates three major areas for this level of residential development, all extending outward from the commercial-industrial heart of the town. The largest of these areas extends from this commercial-industrial heart eastward to the town limits and southward to include the development in the Hyde Street area. Another large area extends from the heart of town westward and southward to the town limits. A smaller area extends northward to just above the town limits. The proposed zoning ordinance can provide

for two or more densities of development in these urban residential areas. Maximum density should not exceed ten to twelve dwelling units per acre in planned housing developments and eight dwelling units per acre in mobile home parks, however; and lots for single family residences should be no less than 8,000 square feet.

Suburban residential development is typified by recent residential development in the northeast and northwest areas of Biscoe. The plan proposes that the remainder of these areas be designated for suburban residential development. Additional areas are proposed for the southeastern and southwestern sections of town. There is some spillover from all four areas into the one mile fringe area.

Since these designated areas are mainly outside the area that can be economically served by the town's water and sewerage systems, lots should be 20,000 square feet or larger, depending upon results of percolation tests of the soil by the county health department's sanitarian.

Agricultural-Residential: Residential development in the one mile fringe area should be limited until suitable land within the town limits is more fully developed and municipal water and sewer lines can be economically extended to the fringe area. Lots at least one acre in size should be required by the zoning ordinance. All the land in the planning area not specifically designated for a definite type of urban development should be placed in the Agricultural-Residential category, and can be rezoned for urban development as the need arises.

With the great shortage of adequate housing in the Biscoe area, and with the rapid rise in the cost of conventional home construction, mobile homes may be the only form of decent housing readily available for many low income families and young couples. Plans should be made to accommodate them so that they will not be unattractive and a threat to property values. Mobile homes should not be grouped around permanent dwellings or allowed to

tap onto water lines and septic tanks designed to serve single family dwellings. Properly designed mobile home parks which provide all the necessities and conveniences for modern living should be encouraged. Such mobile home parks would be an asset to the community instead of an eyesore. The zoning ordinance can require adequate space for each unit including parking, water and sewer services, recreation space, and garbage collection. Other desirable features such as landscaping, permanent electrical installations, paved drives, and visitors parking areas should be encouraged.

Rehabilitation of residential areas containing concentrations of deteriorated and dilapidated dwellings should be placed high on the list of development priorities for Biscoe. Public housing is needed immediately to accommodate low-income families that are now forced to live in dwellings that are beyond the point of feasible repair. Even when these dwellings are demolished, areas will not be attractive and healthy places to live until some of the other blighting conditions such as poor streets, lack of utilities, and inadequate lots are corrected. Cooperation of property owners, along with actions of the Town Board of Commissioners, is necessary. Most of the occupants of these dwellings are renters, and since they do not pay the tax assessments on the property, they are unable to petition the Town Board for the necessary improvements.

COMMERCIAL DEVELOPMENT

The economic strength of a town is generally reflected in the vitality of its central commercial area. Biscoe is in trouble at this point, as already indicated in Part I of this report. Traffic congestion, lack of off-street parking, vacant and unsightly buildings and lots, are factors that tend to discourage shopping in Biscoe. Efforts to strengthen the area have been thwarted by the reluctance of some property owners to make their property available for business prospects. These businesses have been forced to locate in the fringe area or in other communities, thus further weakening the central commercial area.

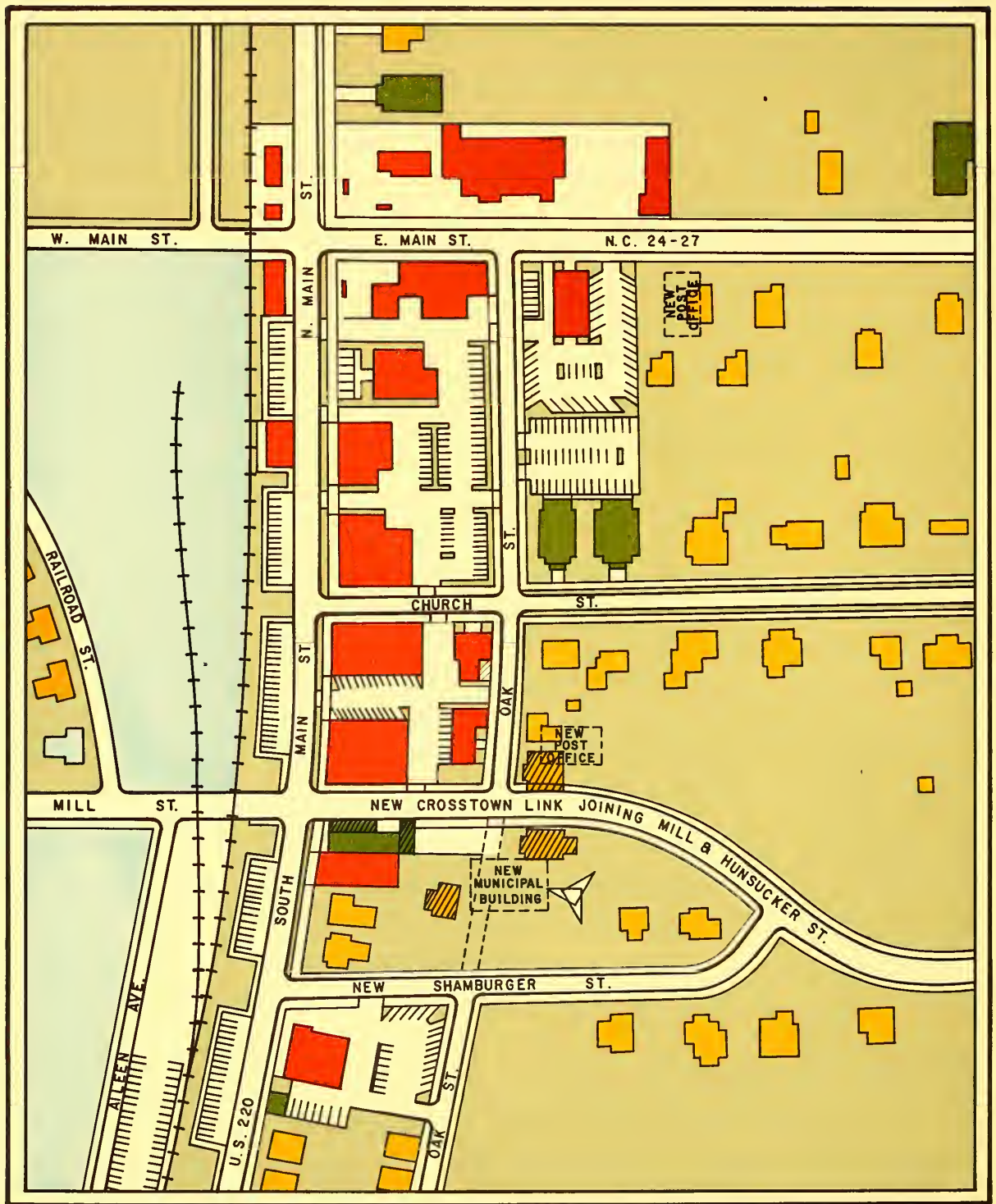
Guidelines for Development

Commercial development in the Biscoe Planning Area is designated under three categories: Central Commercial, General Business and Highway Business. The following policies served as guidelines in planning:

1. Provide a compact, convenient and attractive central commercial area to serve the pedestrian shopper.
2. Locate establishments requiring large amounts of storage and outdoor display space, and requiring curb cuts for automotive traffic, in general business areas adjacent to central commercial area.
3. Establishments that serve the traveling public or handle bulky items will be accommodated in areas on major thoroughfares so as not to disrupt normal traffic and pedestrian movement in the central area.
4. Require all new establishments to provide adequate off-street parking and loading facilities. Where space is available, existing establishments should also provide such facilities.
5. Locate offices and institutional type establishments along the outer edges of commercial areas to serve as a buffer between more active commercial establishments and abutting residential areas.
6. Require adequate building setbacks for sufficient visibility, light and air and also for sidewalks and landscaping.
7. Use attractive fences, landscaping and open space to separate land uses that may adversely affect each other.

Central Commercial Area

Commercial activity in Biscoe is now focused along the east side of the first three blocks of South Main Street (U. S. 220) and the first block and a half of both sides of East Main Street (N. C. 24-27). The development plan calls for the revitalization of this area and its future expansion along both sides of the first three blocks of Oak Street. Oak Street will become



BISCOE
NORTH CAROLINA

APPROX. SCALE 1" = 200'

SKETCH PLAN
CENTRAL COMMERCIAL AREA
(PHASE I: EARLY DEVELOPMENT)

- | | |
|--|---|
| COMMERCIAL | PROPOSED BUILDING SITES |
| PUBLIC & SEMI-PUBLIC | STREET TO BE CLOSED |
| INDUSTRIAL | |
| RESIDENTIAL | |
| EXISTING BUILDINGS TO BE DEMOLISHED | |

the focal point of the Central Commercial Area. Accompanying sketch plans indicate how this area might look in early and long-range stages of development.

Phase I: Early Development:

First Priority: Provide Off-Street Parking for Shoppers.

1. Procure a 60 foot wide right-of-way for Oak Street from East Main Street to Shamburger Street.
2. Either through purchase or lease, obtain use of vacant lots on west side of Oak Street between East Main and Church Streets for an off-street parking area.
3. Widen Oak Street and add curbing and walks from East Main Street to Shamburger Street. Install street lights.
4. Pave above off-street parking area, marking off spaces, loading zones, entrances and exits. Provide additional lighting if street lights do not provide sufficient illumination.
5. Improve Church Street between South Main Street and Oak Street; include curbing and sidewalks.
6. Move Post Office out of existing congested site. Locate new building adjacent to the bank on East Main Street or on east side of Oak Street. (See possible sites on Sketch Plan, page 57.)

Second Priority: Improve Visual Appearance and Convenience.

1. Assist property owners and merchants in an extensive Clean Up-Fix Up-Paint Up Campaign. Demolish dilapidated structures and make vacant buildings more attractive to business prospects. Stress improvement of rear of buildings facing on off-street parking area.
2. Widen and improve sidewalks along South Main Street from Shamburger Street up to East Main Street and along East Main Street to Oak Street.
3. Develop safe walkways from parking areas to sidewalk system.
4. Solicit aid of Spring Mills and Norfolk Southern Railroad in landscaping and paving the narrow strip of land between South Main Street and the railroad. Include parking spaces, park

benches, carefully selected trees and street lights. Parking spaces can serve Spring Mills employees. Merchants and their employees could park here, also, leaving valuable parking spaces adjacent to businesses open for shoppers.

5. Acquire additional land needed for 70 foot wide right-of-way for proposed east-west crosstown thoroughfare line from Mill Street, along Shamburger Street, down to Hunsucker Street (see Sketch Plan above); also obtain right-of-way for widening Hunsucker Street from intersection of link to intersection with S.R. 1577.

6. Obtain new site for a Municipal Building to house town officials, fire department and police department (see suggested site on Sketch Plan above). Until required for new building, use site to park town vehicles and equipment and for additional off-street parking.

7. Improve and expand off-street parking area back of old Post Office building and The Food Store.

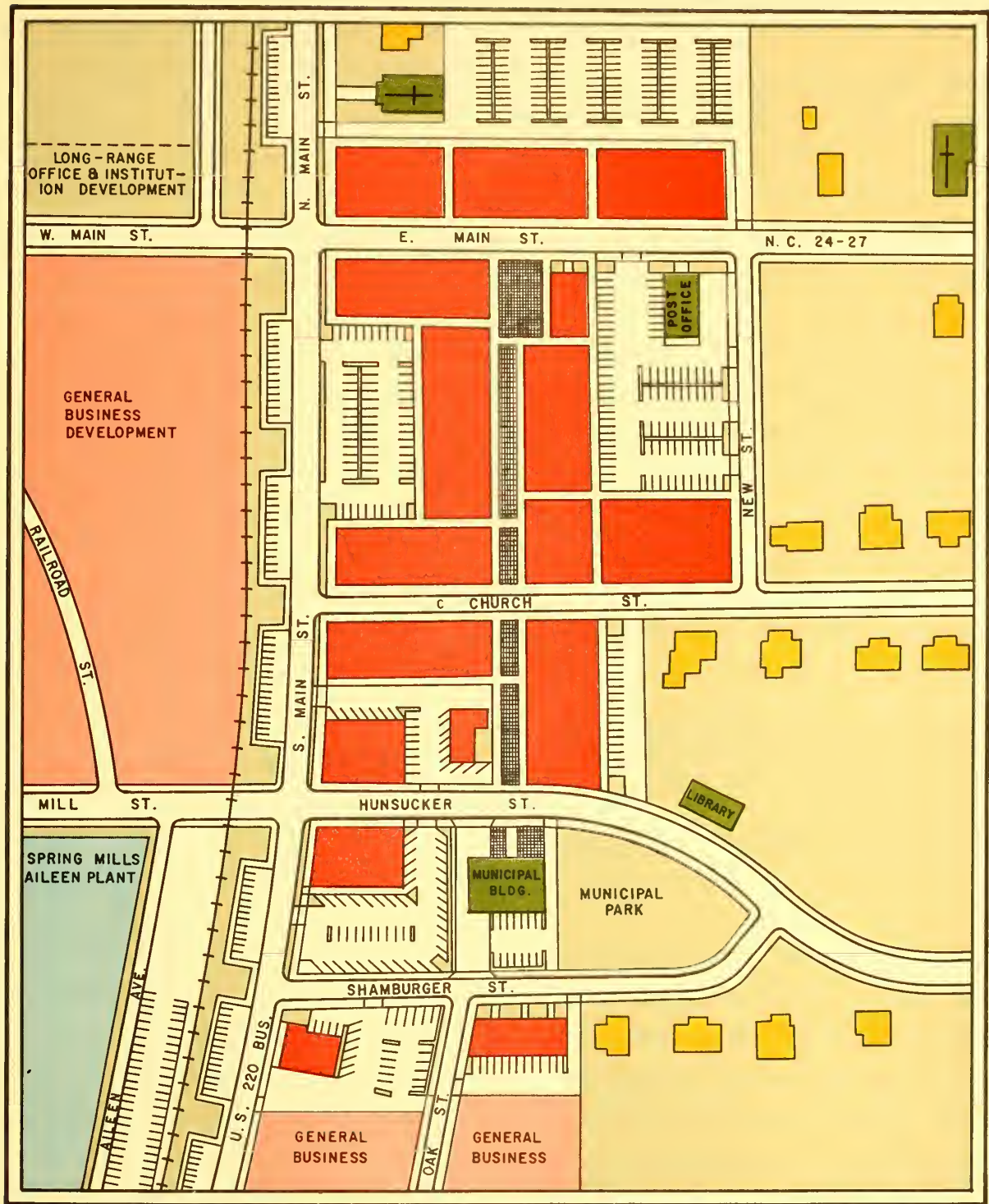
Third Priority: Major Renovation and Focusing of Central Commercial Area on Oak Street.

1. Remodel all buildings that are sound and functional, providing rear entrance from parking area if feasible. Harmonize exterior designs and advertising signs. Construct a continuous canopy over sidewalks to protect shoppers from hot sun and bad weather.

2. Concentrate new business establishments along west side of Oak Street, providing access to off-street parking areas. Continue to harmonize exterior design and provide a canopy over sidewalks.

3. Locate office and institutional establishments along east side of Oak Street. Harmonize design and provide a continuous canopy over sidewalks.

4. As new construction takes up off-street parking space, older, outmoded structures along South Main Street can be demolished and the land converted to parking space.



BISCOE NORTH CAROLINA



APPROX. SCALE 1" = 200'

SKETCH PLAN CENTRAL COMMERCIAL AREA (PHASE II LONG RANGE DEVELOPMENT)

- COMMERCIAL
- PUBLIC & SEMI-PUBLIC
- RESIDENTIAL
- LANDSCAPED MALL

5. As additional off-street parking space is needed, acquire space at the rear of establishments fronting on the east side of Oak Street.

6. Construct Municipal Building on site already acquired.

7. Construct proposed east-west crosstown thoroughfare link between Mill Street and Hunsucker Street, including curbing and sidewalks. Widen Hunsucker Street from new link to S.R. 1577.

8. Widen the old segment of Hunsucker Street running from the new link constructed above back to South Main Street, and add curbing and sidewalks. Provide a safe intersection with the link. Since Shamburger Street was absorbed into the above link, this portion of street could be renamed Shamburger Street. Abandon segment of Oak Street between new crosstown link and new Shamburger Street.

9. Construct sidewalk along east side of South Main Street from new Shamburger Street up to new east-west crosstown thoroughfare link.

Phase II: Long-Range Development:

First Priority: Attempt to locate a prime generator of shopping traffic at both ends of the Central Commercial Area and develop concentrated comparison shopping in between the two prime generators.

Second Priority: Construct a new street between Oak Street and Pine Street and increase off-street parking areas serving concentrations of commercial establishments along Oak Street. As need for additional business space arises, office and institutional uses along Oak Street can be relocated along the eastern side of this new street and their former sites converted to the needed business space. The office and institutional type uses would serve as a protective buffer for the adjoining residential area.

Third Priority: Convert Oak Street into an attractively landscaped pedestrian mall.

General Business

Commercial establishments that require large open areas for display and storage, and also those requiring curb cuts for automotive traffic, should be convenient to the shopping public but should not disrupt pedestrian traffic in the Central Commercial Area. When located in pedestrian oriented shopping areas, these establishments create what market analysts call "dead spots" that tend to break up the highly economical pattern of comparison shopping.

Most of the general business establishments within the corporate limits of Biscoe are located just south of the Central Commercial Area, along the east side of South Main Street and the west side of Oak Street, down to Bruton Street. Two heavy industrial establishments and one light industry are also found in this area - Biscoe Foundry and Machine Shop, Biscoe Supply Company-Ready Mixed Concrete and Biscoe Coca Cola Bottling Company.

The development plan proposes that this area be designated for General Business and that the area be expanded to include both sides of Oak Street. The area should also be extended southward to encompass the lots fronting on the south side of the proposed loop street that will connect South Main Street and the extension of Pine Street. The area thus proposed contains approximately 10 acres.

Oak Street and Factory Street are much too narrow to accommodate the three industrial establishments referred to above. They are built so close to these narrow streets that there is no room to widen the streets. Therefore, development priorities for this area are as follows:

1. Consult with owners of the three industrial establishments to determine the feasibility of relocating in areas more appropriate for industrial development.
2. Obtain additional right-of-way necessary for improvements to Oak Street, Factory Street and Bruton Street.
3. Require all establishments remaining in the area to provide adequate off-street parking and loading areas.

4. Improve and extend sidewalk along east side of South Main Street from Hunsucker Street down to Bruton Street.
5. Widen Oak Street from Hunsucker Street down to Bruton Street. Add curbing and sidewalks and improve street lighting.
6. Widen Bruton Street and Factory Street. Improve Bruton Street from South Main Street out at least as far as the proposed extension of Pine Street, including curbing and sidewalks. Extend Factory Street to proposed extension of Pine Street. Include curbing and sidewalks if space permits. Add street lights where necessary.

The other area proposed for General Business development lies just across the railroad from the Central Commercial Area. It contains approximately eleven acres, bounded on the north by West Main Street (N. C. 24-27), on the west by North Brooks Street, and on the south by Mill Street. The area is bisected by Railroad Street. A pulpwood collecting and loading operation occupies the section just across the railroad from the Central Commercial Area, and a bulk fuel storage establishment fronts on West Main Street. The other section contains several frame homes (one of which serves as the main office of Spring Mills' Aileen Plant), a brick dwelling containing a home occupation, and two old tennis courts. Development priorities should be as follows:

1. Consult with operators of pulpwood and fuel storage operations to determine the feasibility of relocating in an area more appropriate for such heavy and dangerous uses.
2. Require any remaining uses to provide adequate off-street parking and loading areas. Add street lights as needed.
3. When new establishments are constructed require them to plan for vehicular access from either North Brooks Street or Railroad Street rather than from West Main Street or Mill Street.

Highway Business

Commercial establishments that serve the traveling public and those that handle bulky products, the movement of which would disrupt normal traffic flow and pedestrian movement in the central commercial and general business areas, should be located out in the fringe areas along major thoroughfares. These establishments should be grouped into functional units on frontage roads providing safe access to thoroughfares.

The development plan designates four areas for Highway Business. Three of these areas are on U. S. 220, one just north of the town limits and the other two south of Biscoe in the vicinity of East Montgomery High School. The fourth area is at the outer edge of the one mile area, on N. C. 24-27 West. Spotty commercial development already exists in these four areas with each establishment having direct access to the busy thoroughfare. This results in congestion and hazardous traffic movements. Development priorities for each of the four areas are as follows:

1. Construct a frontage road for each of the four designated areas, tying together existing establishments. If there is not sufficient room for the frontage road between the thoroughfare and the establishments, develop one at the rear.
2. Require existing establishments to provide adequate off-street parking and loading areas.
3. Concentrate new establishments along existing frontage roads in vacant areas between existing establishments. Require adequate off-street parking and loading areas.
4. Provide attractive fences, landscaping and open space to protect abutting residential areas.

Neighborhood convenience shopping is adequate for the present and near future. As residential growth spreads out into the areas designated on the Development Plan, the need may arise for small convenience shopping units near the center of the larger residential neighborhoods. Two possible long range sites are indicated by red circles on the Development Plan.

INDUSTRIAL DEVELOPMENT

The Land Development Plan provides for two basic categories of industrial land use - light and heavy - and also provides for long range industrial development.

Light Industrial areas accommodate uses of a relatively clean and quiet nature. These areas are located on major thoroughfares and are served by municipal water and sewer or are capable of being served economically.

The only area within the corporate limits of Biscoe designated for light industrial use is the Spring Mills tract of approximately sixteen acres on which is located the Aileen Plant. Further expansion of this plant is not anticipated since it has reached maximum size for greatest efficiency. Therefore, there is still ample room on this site for office space, storage and loading areas, and parking lots to accommodate some of the 800 employees. Parking lots located along the Brooks Street and Mill Street boundaries of this site would tend to serve as buffers protecting the abutting residential and business areas.

Two sites in the fringe area are designated for light industrial development. One is a triangular tract of approximately four acres located between N. C. 24-27 and Mill Street at the western town limits. The cutting room of the "Miss Adventure" garment plant is on this site. There is ample room to locate the sewing operation of this enterprise on the site and still allow for adequate off-street parking and loading areas. A rectangular area of approximately twelve acres is located just below the southern town limits on the east side of U. S. 220. It contains Alliene Furniture Company's Biscoe Bed Division and a general mixture of other land uses including a body shop, electric motor sales and service, supermarket, American Legion Post and several residences. These two areas are within range of town water and sewer service.

Heavy Industrial areas accommodate uses which, because of their noise, dirty, odorous, congesting or dangerous nature, are detrimental to other adjacent land uses.

Both areas proposed for heavy industrial development are located in the fringe area. One of these, approximately 25 acres in size, is just east of the town limits. This area is delineated by N. C. 24-27, the proposed U. S. 220 Bypass, S.R. 1500 and S.R. 1577. Foundry Services, Inc. is situated on this site, at the intersection of S.R. 1577 with N. C. 24-27. This is a good site for the relocation of Biscoe Foundry and Machine Company. Another tract of approximately 25 acres lies just south of town, across U. S. 220 and the railroad from Alliene Furniture Company. It fronts on the proposed outer loop and is bisected by S.R. 1557. This is an ideal site for the relocation of the pulpwood, bulk fuel storage and ready mixed concrete operations now located in the center of Biscoe. The site offers good rail access and thoroughfare access to all parts of the planning area and county. Water and sewer services are readily available.

Long-Range Industrial Development proposals are based upon the fact that new industries tend to locate on large undeveloped sites in close proximity to urban services and conveniences.

The site in the Biscoe area that most nearly meets the requirements set forth by industrial prospects is located just west of the corporate limits of Biscoe. It contains approximately 80 acres, fronts on S.R. 1503, N. C. 24-27 West and S.R. 1556, and is bisected by the proposed extension of Stewart Street out to S.R. 1556. A large water main already runs along one boundary of the site. Connections to the proposed sewage system now in the planning stages could be made at a reasonable cost.

The other proposed site, consisting of approximately 180 acres, lies in the northern portion of the planning area. It extends from the proposed outer loop just north of the town limits to the outer limits of the one mile fringe area. This large site fronts on the Norfolk Southern Railroad and U. S. 220, and is near the Montgomery County Airport. An eight inch water main already parallels U. S. 220. The proposed county-wide water system would provide a larger main. Sewage treatment needs could probably be taken care of by use of aeration lagoons.

Biscoe area citizens and officials can be of great assistance to county and state industrial development officials in protecting such sites as these for prospective industrial clients. They need to be protected from the encroachment of undesirable land uses, and can be used for agricultural purposes until required for industrial use. A local development committee, in cooperation with county development officials should obtain options on these sites or purchase their development rights. The proposed zoning ordinance can help protect these sites.

PUBLIC AND SEMI-PUBLIC

A more detailed discussion of the development needs in these categories will be contained in the Community Facilities Plan. Some of the proposed plans need to have their early stages implemented immediately, however, so a brief presentation of these projects is necessary at this stage of planning.

Recreation Facilities and Parks are one of the major needs for the citizens of the Biscoe Planning Area. The survey and analysis of this category revealed that Biscoe owns no park or recreation sites. The town does lease an area containing a ball park and tennis courts from Spring Mills. Efforts should be made to purchase this site, located along North Brooks Street. It should be expanded over to include the low area along Hickory Branch. This is a good site for a Community Park to serve the entire planning area. In addition to the ball park and tennis courts, provisions should be made for other recreational activities. At present there are no public swimming facilities anywhere in the area. A swimming pool should be built in this park or at one of the two sites now occupied by old sewage treatment units.

The two existing sewage treatment units are to be abandoned when the new sewerage system for Biscoe is constructed. The sites of these two units should be retained by the town and converted into neighborhood parks emphasizing play areas for small children and picnic facilities. The site located between Bruton

and Hicks Streets would serve the residents on the eastern side of the planning area. The site between Mill and Wingate Streets would serve the residents on the western side of the planning area. Four long-range neighborhood park sites are also indicated on the Land Development Plan. As residential development expands into these areas developers should reserve these sites and dedicate them to the town.

Town Hall, Fire Station and Police Department: Growth of the town and construction of the proposed crosstown thoroughfare link between Mill Street and Hunsucker Street will probably require the expansion and relocation of the town office and fire station, and provision of quarters for a police department. These town functions and services could all be housed in one well designed Municipal Building located near the center of town. This facility needs to be convenient to pedestrians and to vehicular traffic. Since it contains the fire department it should be in or adjacent to the high-value fire district comprising the central commercial-industrial complex. At the same time, both the fire and police departments need to be located so as to have quick access to all parts of the town and planning area by way of major thoroughfares. The site for the Municipal Building, shown on the sketch development plan for the Central Commercial Area, fills the above requirements.

Schools: The plan proposes that the site of Biscoe Elementary School be increased by approximately six acres, most of this being added on the south side of the present site. With the development of a new entrance to the school off Lambert Road, the proposed additions to the site would offer better arrangements for development of playgrounds and ball fields. Consideration should be given to the development of joint school-community recreation facilities on the expanded site.

The 118 acre East Montgomery High School site, located in the southern part of the planning area, is adequate for any expansion needs during the twenty year planning period. Implementation of the proposed thoroughfare plan will provide safer and more efficient access to the school.

The Division of School Planning of the Department of Public Instruction has just completed a survey of schools in Montgomery County. This survey indicated that there is a downward trend in the school aged population in the county that is likely to continue well into the planning period. Therefore, it is anticipated that no additional school sites will be needed in the Biscoe area during the twenty year planning period.

Open Space: The Land Development Plan proposes that the natural drainageways and creeks in the area be protected from any disrupting development. In addition to their natural function of draining away surface water, these areas can also serve as buffers between different types of land use. Sections of these strips can tie the proposed system of community and neighborhood parks together, by being developed as hiking, riding and biking trails.

SKETCH THOROUGHFARE PLAN

The permanence of streets and highways and their high cost of construction and maintenance demands careful planning and development of a transportation network that will best serve both existing and future development. Streets and highways perform two basic functions: 1) circulation of traffic to, through and around the planning area, and 2) access to individual properties within the area. These two functions are basically incompatible. The conflict is usually not very serious if both functions are at a fairly low level. But when traffic volumes are high as a result of either through traffic or intensive land use, or both, the conflict results in intolerable congestion.

A thoroughfare plan attempts to provide a functional system of streets and highways that will permit movement of people and goods from origin to destination with directness, ease and safety. Different streets are designed to perform different functions. This policy reduces cost of both construction and maintenance as well as minimizing traffic and land use conflicts.

Streets and highways of a transportation system for a small urban area are classified by function as follows:

Principal Arterial System:

This system is composed of extensions of Rural Arterials (Interstate and Major U. S. Highways) into and through the area. Often these extensions will be located so as to relieve critical sections of the municipal street system while providing efficient movement of travel around and through the area. When these principal arterials are a part of the municipal street system they are defined as Major Thoroughfares. The only principal arterial in the Biscoe area is U. S. 220.

Minor Arterial System:

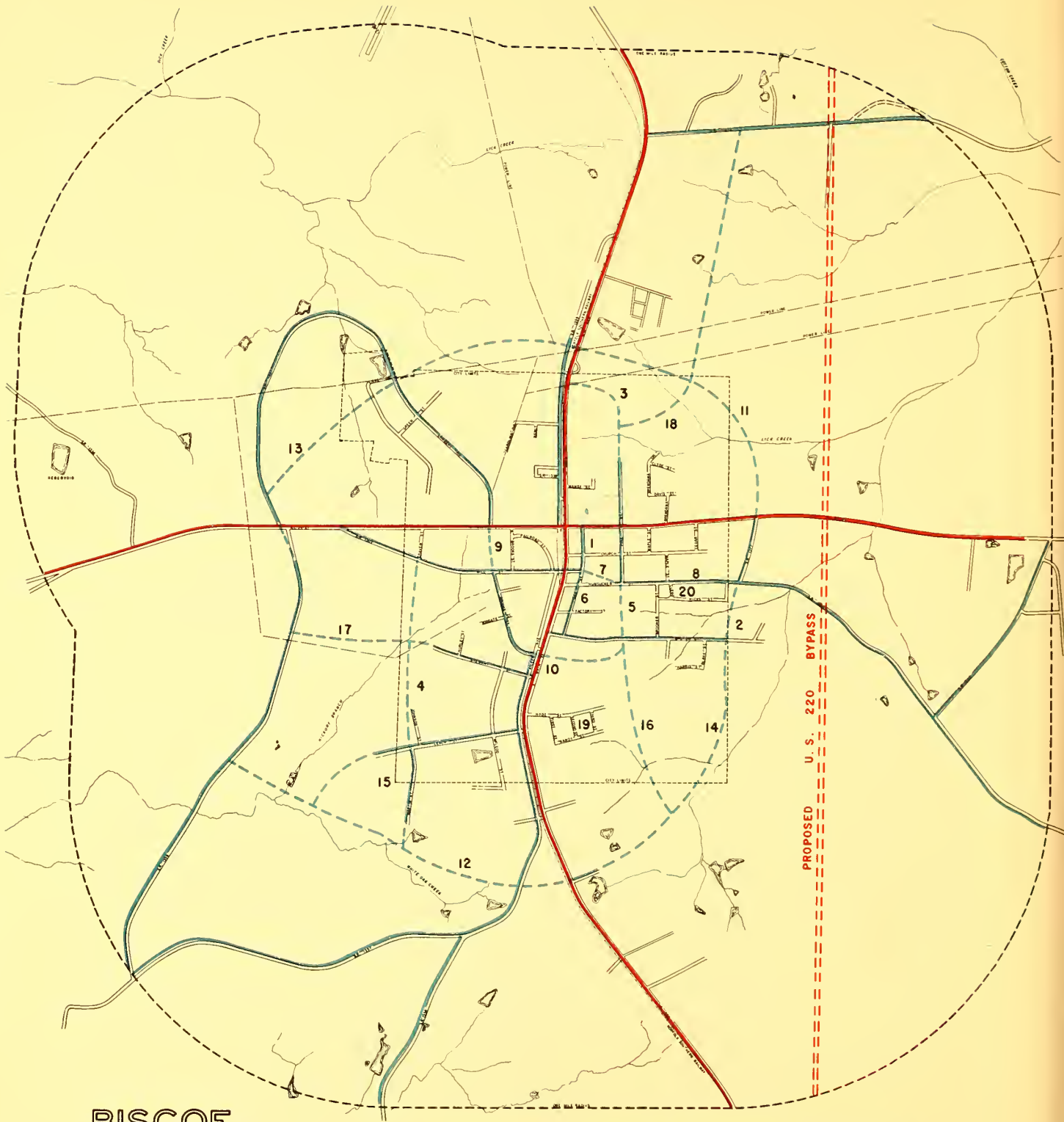
This system interconnects with and augments the principal arterial system. It provides a slightly lower level of traffic mobility and incorporates more land access facilities. In the municipal street system, these arterials are also defined as Major Thoroughfares. N. C. 24-27 is the only minor arterial in the Biscoe area.

Collector Street System:

This system distributes traffic from the above arterial systems to ultimate destinations on a collector or local street, and also serves to collect traffic from local streets and channel it into the arterial systems. In some instances a minor amount of through traffic may be carried on collector streets. This system provides both land access and service for local traffic movements within residential, commercial and industrial areas. In the municipal street system, collector streets are defined as Minor Thoroughfares. Examples of collector streets in the Biscoe area are S.R. 1556, S.R. 1500 (Hunsucker Street), S.R. 1337 (Lambert Road) and Leach Street.

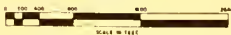
Local Street System:

This system includes all streets not classified in one of the higher systems above. Streets in this system serve abutting property in residential, commercial and industrial



BISCOE

NORTH CAROLINA



THE REPRESENTATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT
OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN
PLANNING ASSISTANCE PROGRAM, AUTHORIZED BY SECTION
701 OF THE HOUSING ACT OF 1949 AS AMENDED

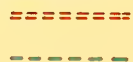
SKETCH THOROUGHFARE PLAN

MAJOR THOROUGHFARES
MINOR THOROUGHFARES

EXISTING



PROPOSED



NOTE: NUMBERS INDICATE PROJECTS LISTED ON PAGES 72-75

areas, and are not designed to carry heavy volumes of traffic. Through traffic, especially in residential areas, is deliberately discouraged. These streets are also defined as Local Streets in the municipal street system. Examples of local streets in Biscoe are Maple Street, Shamburger Street and Factory Street.

Several of the traffic circulation problems pointed out in Part I of this report are quite obvious to Biscoe area residents. Recent actions by the State Highway Commission promise relief from some of the worst problems. State Highway Commissioner J. F. Allen of Biscoe recently informed town officials that survey and planning funds have been approved for realignment of U. S. 220. The new facility will probably be a limited access bypass around Star, Biscoe and Candor. This bypass, when constructed, will remove fast, heavy through traffic from the center of Biscoe. Mr. Allen also reported that survey and planning funds have been approved for constructing curbs and gutters along portions of U. S. 220 and N. C. 24-27 within the town limits. Turning lanes are also to be provided at the intersection of these two highways in Biscoe. These proposed projects will greatly improve traffic safety and mobility in the Biscoe area.

The proposed Sketch Thoroughfare Plan, also shown on the Land Development Plan, incorporates the above projects and provides for additional improvements to the traffic circulation pattern in Biscoe. Another aim of the plan is to permit better access to both existing urban development and to areas of future development.

Perhaps the most pressing priorities in the implementation of the Sketch Thoroughfare Plan are improvements to the collector street system. Many of these streets are dead-end streets and are too narrow to adequately perform their function. The following improvements to the collector system are proposed:

1. Implement improvements to Oak Street as proposed in the plans for the Central Commercial Area and the adjoining General Business Area.

2. Extend S.R. 1577 southward from Hunsucker Street to connect with Bruton Street at the eastern town limits. Widen Bruton Street.
3. Extend Pine Street northward and connect with U. S. 220 North by using new right-of-way just south of the new ABC store at the northern town limits.
4. Open a new street from Leach Street northward to S.R. 1503 (Mill Street); extend Stewart Street westward to intersect with this new street. Abandon that portion of Johnson Street not used as part of new street.
5. Widen Pine Street from East Main Street down to Hunsucker Street, and extend Pine Street southward across Bruton Street and then westward to connect with South Main Street.
6. Carry out improvements to Church Street and Factory Street as proposed in plans for development of the Central Commercial Area and the adjoining General Business Area.

Another important element of the Sketch Thoroughfare Plan is the improvement of east-west crosstown traffic flow. All of this traffic must now use N. C. 24-27. The following projects would help reduce traffic congestion by routing traffic along two sides of the Central Commercial Area:

7. Link Mill Street with Hunsucker Street as shown on the Central Commercial Area Sketch Plan.
8. Widen Hunsucker Street at least to its intersection with S.R. 1577.

Several of the collector streets can then be connected together to serve as an inner loop by the following means:

9. Connect Brooks Street with Lambert Road and widen Brooks Street. Rename the existing North Brooks Street.
10. Link the southern end of Brooks Street with the southern extension of Pine Street by a new grade crossing of the railroad. Abandon the existing crossing nearby.

As Biscoe continues to develop, an outer loop may become necessary. Parts of this loop system would serve to divert

through traffic around the town and also serve as rural collector roads. Right-of-way for this loop and also for some of the new streets mentioned above could be obtained as new subdivisions are opened up. The segments of this outer loop should be scheduled for development according to the extent and density of new development. Existing trends indicate the following schedule:

11. Construct the northeast segment by extending S.R. 1577 from N. C. 24-27 northward and westward to intersect with U. S. 220 North approximately 500 feet above the town limits.
12. Construct the southwest segment by connecting U. S. 220 South at a point approximately one third of a mile south of Biscoe with the midpoint of S.R. 1556.
13. Construct the northwest segment by connecting S.R. 1337 at a point approximately 500 feet north of N. C. 24-27 with S.R. 1339 and U. S. 220 North to intersect with northeast segment of loop.
14. Construct the southeast segment by extending S.R. 1577 southward to intersect with U. S. 220 South and the southwest segment of the loop.

Several collector streets and roads would then be needed to connect this outer loop more efficiently with the total municipal street system as follows:

15. Extend Leach Street and Martin Street southward to connect with southwest segment of outer loop.
16. Open up a connector street from the southern extension of Pine Street out to the southeast segment of outer loop. Tie in Hyde Street and Kanoy Street with this connector.
17. Extend Stewart Street westward to intersect with S.R. 1556.
18. Open up a connector from the northern extension of Pine Street out to the northeast segment of the outer loop. Later this could be extended on up to intersect with S.R. 1372.

In order to develop a more efficient municipal street system, consideration should be given to closing the following streets:

19. Abandon Second and Third Streets since Hyde Street and Kanoy Street are sufficiently close to accommodate two tiers of lots.
20. Abandon Hicks and Clegg Streets and develop new local streets that will better serve that neighborhood.

SUMMARY

The Land Development Plan has been prepared by the Biscoe Area Planning Board after considerable study and deliberation. The objective of the planning program is to achieve a more wholesome and desirable community by guiding the natural growth and change which will occur in the future. The Land Development Plan is the course of growth which the Planning Board considers to be in the best interests of all of the citizens of the planning area over a long period of time.

The plan may never be fully realized, and it may require changes from time to time. Nevertheless, the plan should be considered as the best available guide for future growth and development. The plan will be of little value unless private citizens and public officials continue to be aware of and in accord with the plan's basic objectives, and thus attempt to bring it to realization through their individual and collective actions. The most effective means of achieving a wholesome and desirable community environment is through the voluntary actions of each individual as a result of seeing the advantages of the planned development.

A significant activity of the Planning Board in the future will be the guiding of individuals and agencies in their plans for development. The reports and plans prepared by the Planning Board should be made conveniently accessible to the public. The Planning Board should continue to listen to ideas and proposals made by the public. Individuals and groups planning new developments and structures should seek the Planning Board's advice at an early date so as to eliminate conflicts with overall proposals.

The town has several legal tools which it may adopt to guide wholesome and desirable community development. The Planning Board will study these matters and make recommendations to the Town Board concerning their adoption and enforcement.

Zoning Ordinance:

Zoning is the most basic land use control. The zoning ordinance helps to insure that land uses are properly located with respect to one another, that land is available for each type of use and that density of development is suitable for the level of community services and natural conditions. A zoning ordinance will be prepared by the Planning Board for consideration of the Town Board during the next year.

Subdivision Regulations:

The basic tool in the development of new areas for urban use is subdivision regulations. They are effective in the development of a coordinated residential street layout and for the most efficient platting of lots. Subdivision regulations require developers to maintain proper design standards and to provide necessary improvements in subdivisions. Water and sewer line extensions and street improvements now provided by the town might be required by the developer through the subdivision ordinance. Developers may also be required to dedicate right-of-way for proposed thoroughfares and sites for proposed community facilities. Developer and purchaser are provided with more effective means of title transfer and are protected against unsound subdivision practices. Town officials may want to include this work element in a new planning contract.

Building Codes:

Building codes establish minimum standards for methods of construction and plumbing, heating and electrical installations. They also provide for inspection and enforcement of these standards. All non-residential and non-farm buildings are subject to the State Building Code. However, counties and towns may adopt stricter codes for those structures covered by the state code and may also adopt building codes for residential structures. A North Carolina Uniform

Residential Building Code has been developed and has now been adopted by many towns and cities in the state. Adoption and enforcement of such a code would prevent further development of substandard housing in the area.

Minimum Housing Code:

Housing codes specify minimum standards for living space and sanitary, heating, and lighting facilities for both new and existing housing. Both municipalities and counties may now adopt and enforce minimum housing ordinances. Some aspects of housing standards are subject to State Board of Health regulations, but town officials should give careful study to the necessity of adopting and enforcing a minimum housing ordinance, such as the Southern Standard Housing Code, to help eliminate some of the substandard housing conditions in Biscoe.

County-Wide Inspection:

Two acts passed by the 1969 General Assembly provide municipalities and counties with authority to establish inspection departments composed of whatever types of local inspectors they deem necessary, with great flexibility in organization. Two or more municipalities or counties or combinations thereof may create a joint inspection department, or a municipality or county may designate another unit's inspector to serve as a member of its own inspection department. Biscoe, along with the other municipalities in the county, should explore with Montgomery County the possibility of setting up a joint county-wide inspection department. The feasibility of adopting uniform codes and setting up a county-wide inspection system is also suggested by the following factors: 1) because of the technical nature of the job of building and housing inspection, the salary of a trained official may be higher than either a town or county can afford separately; 2) a consolidated staff can better distribute its work load than smaller separate staffs.

Low Income Housing:

Another method of improving housing conditions in the Biscoe area would be to provide better housing alternatives for low income families.

Low income public housing is one approach to improving housing conditions for families with very limited incomes. For such projects the Public Housing Administration insures loans to local housing authorities to enable them to finance new construction, purchase or rehabilitate existing structures, or obtain long-term or short-term leases from private owners. Once the housing is obtained, the Public Housing Administration will also make annual contributions or grants on a 90-10 matching basis to assist the local housing authority in maintaining the low-rent character of the project. This grant is used to make up the difference between operating costs and the rents collected from low-income or disabled tenants.

Biscoe officials have already taken steps to obtain public housing units. Efforts are underway to try to set up a county-wide housing authority. More efficient administration and more competent administrative officials can be obtained under such a joint venture.

Assistance in home ownership by low income families is also available through several federal agencies. Town officials, developers, and individuals need to explore the various ways of providing such opportunities in the Biscoe area. Assistance in these matters can be obtained by contacting the State Housing Coordinator, Department of Local Affairs, P. O. Box 1991, Raleigh, N. C., 27602. The Department of Local Affairs is located at 310 North Blount Street and the telephone number is 829-3174.

Streets and Thoroughfares:

The State Highway Commission provides for the mutual adoption of thoroughfare plans by governing bodies of towns and counties and the Commission. The adopted plan then

becomes the official policy and guide for actions of both groups. This is very important in small towns where most of the major improvements in the thoroughfare system will be made by the State Highway Commission.

State and Federal Assistance:

In addition to the housing and thoroughfare assistance referred to above, there are many other programs available through the state and the federal governments. Biscoe is now in the process of applying for assistance in improvements to its sewerage system. Assistance is available for such matters as land acquisition for parks and recreation facilities.

A description of the Federal government's programs can be found in the Catalog of Federal Domestic Assistance compiled by the Office of Economic Opportunity. A copy of this document is probably available in the Montgomery County Public Library.

Assistance in selecting the most appropriate assistance for the specific needs of the community and guidance as to how to go about obtaining this assistance can best be supplied by contacting Mr. Jim Perry, Division of Governmental Relations, Department of Local Affairs, P. O. Box 1991, Raleigh, N. C., 27602. The Department of Local Affairs is located at 310 North Blount Street, and the telephone number is 829-3174.

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